

# THE ILLUSTRATED LONDON NEWS

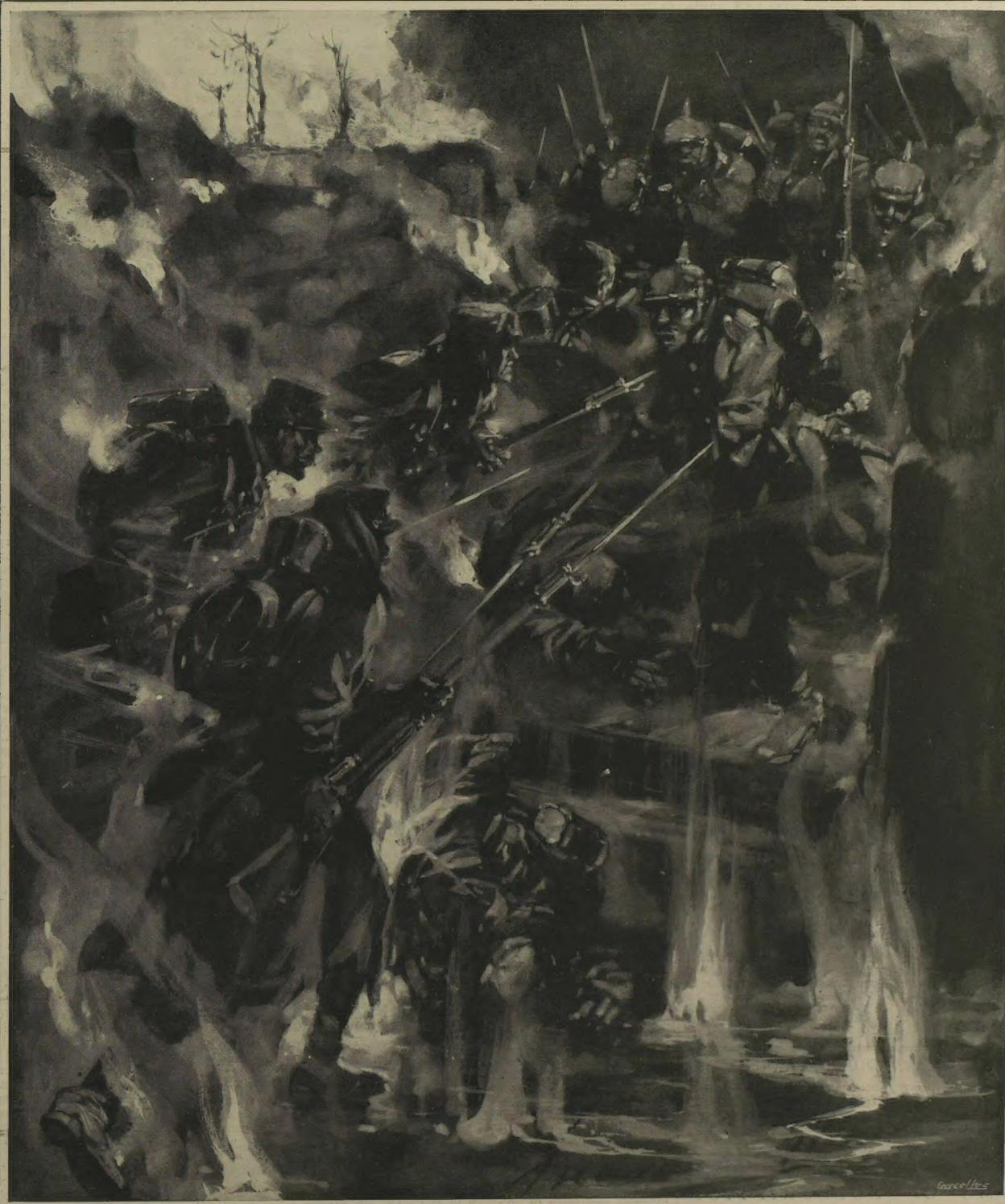
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SIXPENCE.

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BLAZING PITCH TO MASK A GERMAN ADVANCE AND BURN OUT THE FRENCH: THE ENEMY ATTACKING A TRENCH INTO WHICH THEY HAD SENT LIQUID FIRE.

Of late, the Germans, as usual hesitating at nothing, have taken to sending fire into the French trenches. A recent French official account said: "The French and German trenches intersect the Malancourt Wood. . . . They are very close to each other. . . . Our steady advance has made us masters of the enemy's trenches at several points. . . . Men occupying one of the trenches thus taken . . . saw a thick volume of smoke rising over the parapet of their earthworks. . . . The defenders of the trench felt heated air blowing over the parapet and in a few

seconds were flooded with a scalding liquid which they think was pitch. Jets of the liquid played all over them in the midst of the smoke, as if squirted by a pump. . . . The Germans, hidden by the cloud of smoke . . . managed to force a passage. In this way they succeeded in getting into the trench." Mr. Frederic Villiers writes: "The object is to create a panic and charge into the French lines with the bayonet. In the case I illustrate, the French, in spite of burns, remained at their posts."

DRAWN BY FREDERIC VILLIERS, OUR SPECIAL ARTIST INVITED TO THE FRONT.—[COPYRIGHTED IN THE UNITED STATES AND CANADA.]

**"OUR NOTE-BOOK."**

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit "Our Note Book." We trust that Mr. Chesterton will be well enough to resume it before long.

**PARLIAMENT.**

THE second stage of the 1914-15 Session has drawn to a close with a good deal of work accomplished and a number of questions usefully discussed. One of the matters brought persistently to the attention of the Government was the dearth of farm labour. On this subject earnest representations were repeatedly made by Mr. Chaplin, who urged that farmers should be allowed to employ suitable boys, although within the school age. Various other expedients had been suggested by Sir Harry Verney on behalf of the Board of Agriculture, but Mr. Asquith himself at last intervened and undertook that, subject to certain conditions, the Government would not interpose a veto on the temporary employment of boy labour. Mr. Walter Long, expressing satisfaction with this decision, accepted the conditions on behalf of the agricultural interest. The disposal of enemy aliens, the Press censorship, the commission on the purchases of timber, and the expenditure on Donington Hall for German officers and their servants, were among other frequent subjects of question and criticism. In view of the reports of the unsatisfactory treatment of British prisoners by the enemy, strong feeling had been excited by the idea of extravagant and luxurious provision at the Hall for captured Germans; but Mr. Tennant, in a statement which he made on Monday, disposed of the suggestion of sumptuousness. Baths were installed at the rate of one for fifty officers—"not an extravagant allowance"; electric lighting had been installed because it was necessary for illuminating the barbed-wire fence; the style of furnishing the bedrooms corresponded to that in servants' bedrooms; the general scale of equipment followed that laid down for sergeants' messes; but—contrary to rumour—no billiard-tables had been provided; and the rent would come out at 15s. per head, per annum. This statement, for the time at least, silenced the critics. There was no general disposition in any quarter to worry Mr. Tennant over-much, as it was recognised that in representing the War Office, he had an immense amount of work. This he performed with an ability and a courtesy and candour which were fully recognised. The measure most discussed in the second stage of the Session was the Bill to amend the Defence of the Realm Act by restoring to British subjects, with reservations, the right to civil trial. A small, unimportant group of Radicals, led by Mr. Trevelyan, who left the Government at the outbreak of war, tried to secure further modifications of the original Act; but Unionist lawyers, as a rule, co-operated with the Attorney-General. Mr. Duke, for instance, interposed on one occasion with a powerful speech in support of the Government position. Although incidents revealed the fundamental differences on domestic politics between the great Parties, such as those on Welsh Disestablishment, a truly patriotic desire was manifested by the leaders to work together, and show consideration to one another in the common interest. The suffering of the House itself from the casualties of war was realised when Captain Campbell, the Member for North Ayrshire, appeared in a wounded condition; and Captain Hugh O'Neill, in khaki, took his seat for Mid-Argyll in room of his brother, killed in action.

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**"THE HOME OF THE BLIZZARD."**

IN normal times "The Home of the Blizzard" (Heinemann; two vols.) would attract an interest second only to that created by Captain Scott's famous posthumous record, for the work written by Sir Douglas Mawson and some of his colleagues sets out very vividly the story of the Australian Antarctic Expedition (1911-14). The programme was fulfilled under arduous and disastrous difficulties over a long period. Sir Douglas Mawson lost his two companions, Lieutenant Nairns and Xavier Mertz, in King George V Land; some two or three hundred miles from winter quarters; and his narrative of that journey grips and thrills by reason of its clear and simple expression. From Commonwealth Bay—where the *Aurora*, commanded by Captain J. K. Davis, landed the head of the expedition and the main body of his company—the sea journey was continued westward as far as the coast that leads directly to Kaiser Wilhelm II. and Queen Mary Land. Here Mr. F. Wild and others of the party carried out important work, and the leader writes of the results achieved. One of the most interesting sections into which the two considerable volumes may be divided is the account by Mr. G. F. Ainsworth of the sojourn of the party that was left on Macquarie Island, a tiny point of land 850 miles from Hobart in the ocean that rolls between New Zealand's south island and the Antarctic continent. The fauna of this fascinating little tract of country was closely examined by Mr. H. Hamilton, biologist of the Macquarie Island party. Of those who served the Mawson Expedition from first to last the number was thirty-six; eight others were connected with it for varying periods. The total cost of the expedition was £56,732, and there is a deficit of some twelve thousand pounds if the approximate cost of publishing the scientific results now in course of preparation be included. The two volumes are splendidly and profusely illustrated; there are ample maps and a useful glossary; the narrative, for all its inevitable similarity of incident to other stories of travel in Arctic and Antarctic regions, is always readable and often absorbing.

In choosing a title for his record Sir Douglas Mawson emphasises the dominant characteristic of the region in which he laboured. He and his companions went about their duties in the face of a blizzard that seemed

**THE PLAYHOUSES.**

"HE DIDN'T WANT TO DO IT." AT THE PRINCE OF WALES'S.

IT is the maddest of imbroglios into which Messrs. G. Broadhurst and W. Hackett involve their hero and their audience in their new farce, "He Didn't Want to Do It," but although you can never tell two minutes in advance what crazy move is coming next, you will revel in the affair just as you might in some distracting but laughable puzzle-game. From the moment that O. V. Smith, a sceptic as to romance and adventure, plays Quixote—to discover he has turned thief and appropriated paste emeralds of which their owner is only too glad to be robbed so that he may cheat an insurance company—a flood of complications is started in which surprise follows surprise and audacity swamps audacity. At first you stare aghast as innocent-seeming persons shed disguises and roguery seems to peep out almost everywhere at the Riviera hotel which is the scene of operations; but soon you surrender yourself to the effrontery of the authors and gasp in a state of helpless amusement. For helping much of the fun over the footlights Mr. Joseph Coyne is responsible, and this popular comedian has never seemed more comic, as it were, against his will. But he is well backed by such artists as Mr. Kerr, Mr. Fred Lewis, Mr. Lyall Swete, and Miss Lydia Bilbroke; and it is a sufficient compliment to the cast in general to say that the performance keeps the house convulsed with laughter from start to finish.

**"EXCUSE ME" AT THE GARRICK.**

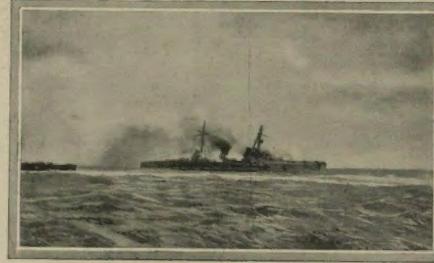
The "Pullman carnival in three sections" which America has sent us under the title of "Excuse Me," is the sort of entertainment they like in the States, and we over here cannot quite understand their liking. We are thrown by the author, Mr. Rupert Hughes, into the society of a crowd of highly coloured and exaggerated types. We are asked to interest ourselves in a jumble of incidents which he has scarcely made an effort to string together into a plot. And the humours of a coloured sleeper-car porter and a pugnacious conductor, droll though they often prove themselves, scarcely reconcile us to the task of constantly shifting our attention between three couples in various stages of matrimonial relationship and some oddities thrown in as make-weight. Mr. Donald Calthrop and Miss Yvonne Arnaud try their best to amuse as a runaway pair who meant to be married but missed being so; and Mr. Willis Sweetnam in the rôle of the man of colour and Mr. Harry Wenman as the conductor are downright amusing. But, for the most part, a clever company is asked to make bricks at the Garrick without overmuch straw.

**"MAKERS OF MODERN FRANCE."**

WHAT the Abbé Dimnet said for modern France from the philosophical point of view, Mr. Charles Dawbarn has now said from the personal. In his "Makers of Modern France" (Mills and Boon), the former Paris correspondent of the *Pall Mall Gazette*, and present correspondent of the *Times*, shows in a series of brilliant pen-portraits the men and women who have contributed chiefly to the French nation's reassertion of her nobler self in time of trial. But if the glories of the old French character have been revived in all their strength, this revival is no mere repetition. That were to deny evolution. New characteristics and qualities have appeared; the traditional Gallic brilliancy and nervous fire no longer betray the nation to extravagances. We have seen her face her mighty ordeal with a sober steadfastness that, by contrast, has made the phlegmatic Briton taking "business (and pleasure) as usual" seem the really frivolous person. We have, unlike Mrs. Dombey, "made an effort"—a greater effort, no doubt, than our guardians will let us know; but France, sacrificing all for existence, was to be pardoned for thinking that we have taken the war too lightly. Recent official communications as to our new armies have happily set us in a truer light with our friends across the Channel, but we can still afford to keep the example of the French people before our eyes, and permit no slackening until the means of victory be secured.

Both France and Britain are singularly fortunate in their leaders. Our own we know. Mr. Dawbarn here enlarges our knowledge of our Ally's great men. First of all, he sets before us the figure and personality of Raymond Poincaré. We see the President, as a boy, watching the entry of the Prussians into his native town of Bar-le-Duc, in Lorraine, and moved to a stern resolve, which destiny has called him to execute as First Citizen of the Republic. Here Mr. Dawbarn sounds a note of romance which is everywhere happily present in his picturesque pages. In estimating M. Poincaré, he differs tacitly from the Abbé Dimnet, who fears that office has submerged a great personality, and that the President missed his chance of becoming Dictator at a moment when the safety of the State called for that reversion to ancient Roman practice. Poincaré, in Mr. Dawbarn's opinion, has no such desires, and even as a scrupulously constitutional President he is sufficient to the needs of the hour.

There follow fine studies of General Joffre, M. Delcassé, M. Briand, M. Clemenceau, M. Barthou, and a memoir (alas, that it should be a memoir!) of Jean Jaurès. Anatole France, Bergson, Brioux, Metchnikoff, and Blériot stand for other factors in the national life of France; and, to complete his gallery, the author gallantly introduces Mlle. Miropolsky, the famous woman-advocate, and—"maker" in an especially feminine sense—Mme. Paquin! As our readers know, Mr. Dawbarn is an admirable exponent of France. He sees with British eyes, he observes with British commonsense and insight, but long residence in Paris has given him complete sympathy with his subject and his pen a Gallic lightness of touch that is deliciously refreshing. His book is a further seal to the Entente Cordiale.

**THE END OF THE "BLÜCHER."****REAL PHOTOGRAPHS OF THIS HISTORIC EVENT.**

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to have solved the problem of perpetual motion: sometimes it raged at a pace exceeding one hundred miles per hour. Those of us who know little of gales of even half that magnitude, those whom the strong winds of early March provide with a grievance, will do well to ponder the story of hard work carried on in the face of a wind beyond their wildest imaginings. Without that trouble, conditions would have proved severe enough, and the pictures of penguins literally coated up with ice suggest the trials that attend the struggle for life. Yet there must be something very invigorating in the vast realms of silence that surround the habitable parts of the globe. A note of optimism rings through the pages; the photographs of groups taken at work or play reveal men strong, confident, and well content; doubtless all felt a sense of the fascination of geographical discovery, the joy of contributing a page to the history of exploration. One has the sense of a full programme, finely conceived and nobly carried out in the face of all the opposition Nature could devise. There is, perhaps, more variety about Sir Douglas Mawson's volumes than may be found in other books of Arctic travel; the Macquarie Island record comes as a relief to the constant struggle against high winds. It is a long way from paradise even there, but conditions are not hard enough to test the endurance of strong men, and it is a comparatively fresh field for the observer. Very wisely, the scientific results are merely indicated in appendices to the second volume, so that, whether the lay reader is following Sir Douglas or one of his lieutenants over perilous paths and into the heart of adventure, he finds little to baffle his understanding; while, if he be specially interested in problems of terrestrial magnetism, geology, glaciology, and other questions, he will await with interest the publication of the volume still to come.

**NOTE TO CONTRIBUTORS.**

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## FIRING ACROSS GALLIPOLI PENINSULA: ATTACKING THE NARROWS.

DRAWN BY W. B. ROBINSON.



THE MOST DIFFICULT TASK IN FORCING THE DARDANELLES: THE NARROWS AND THE ENTRANCE OF THE STRAITS.

At the moment of writing the latest official details concerning the bombardment of the Dardanelles forts are those given in the Admiralty statement of the 9th. "On March 6," it ran, "'Queen Elizabeth,' supported by 'Agamemnon' and 'Ocean,' began to attack Forts Hamidieh I, Tabia, and Hamidieh III (marked on the Admiralty Map U and V) by indirect fire across the Gallipoli Peninsula, firing at 21,000 yards (about twelve miles). . . . 'Queen Elizabeth' was replied to by howitzers and field-guns, and three shells from field-guns struck her without causing any damage." Meanwhile, other vessels, British and French, operated inside the Straits. "On

March 7 . . . four French battle-ships ('Gaulois,' 'Charlemagne,' 'Bouvet' and 'Suffren') entered the Straits to cover the direct bombardment of the defences of the Narrows by 'Agamemnon' and 'Lord Nelson.' The French ships engaged Mount Dardanus battery and various concealed guns, silencing the former. 'Agamemnon' and 'Lord Nelson' then advanced and engaged the forts at the Narrows at 14,000 to 12,000 yards by direct fire." Our drawing shows the position of Turkish forts, their letters on the Admiralty Map, and the dates when they were attacked and silenced.—[Drawing Copyrighted in the United States and Canada.]

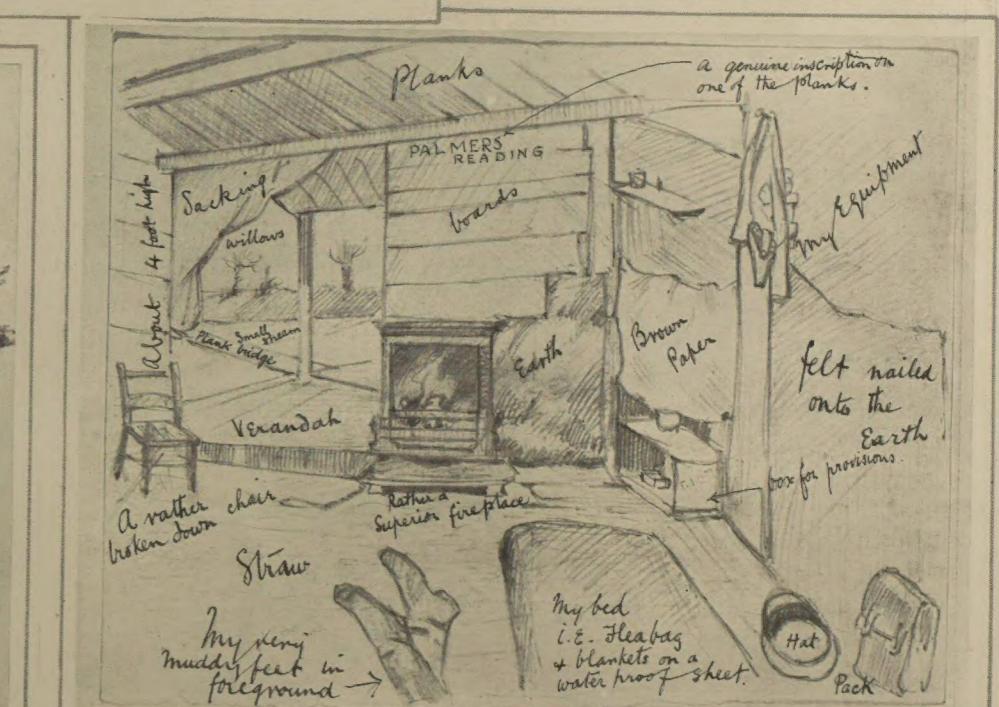
## "PLUG STREET," AND OTHER PLACES ON THE BRITISH

DRAWING NO. 1 BY ALFRED BASTIEN FROM A SKETCH FROM THE FRONT; NOS. 2



## FRONT: WAR SCENES NEAR YPRES AND LA BASSÉE.

AND 3 FROM A GERMAN PAPER; NO. 4 FROM A SKETCH BY A BRITISH OFFICER.



FROM THE GERMAN SIDE: AN "ENEMY" SKETCH OF THE BATTLEFIELD AT GIVENCHY, FROM AN OBSERVATION-POST.

AN "ENEMY" SKETCH OF A STREET WAR-ILLUSTRATIONS

IN LA BASSÉE: ONE OF THE FIRST OF THAT TOWN.

WITH THE "HOUSE-PROUD" BRITISH ARMY: THE INTERIOR OF A SHANTY OCCUPIED BY OFFICERS—A SKETCH FROM THE FRONT.

On the right in the upper drawing is the famous Ploegsteert Wood, which has a unique interest as being the only piece of wooded country at present in the British lines. Naturally, the humorous British soldier has found a nickname for it, as we learn from one of the vivid articles by a "Times" correspondent. "Upon the map," he writes, "you will find it due south of Messines under the name of Ploegsteert. The Army knows it as Plug Street, and is proud of it. There are many reasons for this pride. Nearly every inch of this straggling patch of woodland, which measures about 3000 yards at its longest and about half that at its widest point, has acquired tradition, and the defence of Plug Street will be one of the best-remembered episodes along this battle-front. The lovingly tended regimental cemeteries formed in clearings tell the cost of the defence. . . . Now a forest town of comfortable dug-outs has been laid out, new roads have been constructed upon which the men can reach any portion of the wood dry-shod. There has been a little pheasant-shooting. Life would be a pleasant picnic if it were not

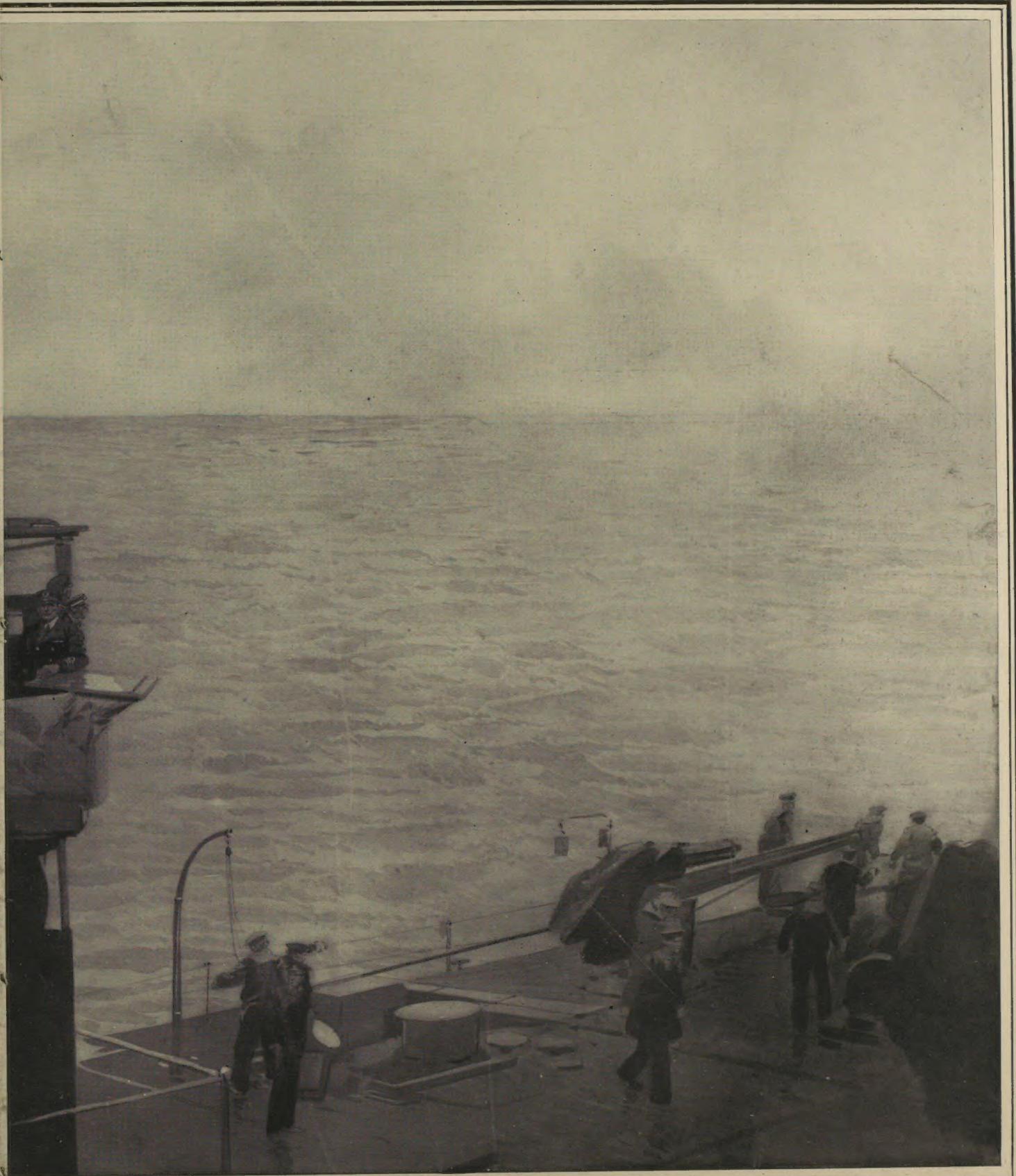
for the Germans. . . . In Plug Street they have time for joking and gardening. They are able, underneath the cover of the trees, to work upon the outward appearance of their dug-outs and huts, to take an artistic pride in them. The men are as house-proud as a newly married couple; they are proud of their pictures, their furniture, their boot-scrapers (made of beef-tins), the names they have given to their homes and the roads they have built." The officer whose quarters are shown in Illustration No. 4 (reproduced from his sketch), writes: "The officers have a sort of dug-out place to live in. I am in the shanty occupied by the Major, who commands my company, and a Captain. We are pretty comfortable. There is straw on the floor, and we have our blankets and great-coats to cover us." The drawings of Givenchy and La Bassée, the scene of many fights between our troops and the enemy, are from a German paper, La Bassée having long been in the enemy's hands, this illustration of it is one of the first seen here during the war.—[Drawings Copyrighted in the United States and Canada.]

EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS"

## A REMARKABLE DOGGER BANK BATTLE PHOTOGRAPH.



AFTER HIS FLAG - SHIP, THE "LION," HAD BEEN HIT: SIR DAVID BEATTY, ON THE BRIDGE  
ON BOARD THE



OF THE DESTROYER "ATTACK," APPROACHING THE "PRINCESS ROYAL," TO HOIST HIS FLAG  
BATTLE - CRUISER.

During the Dogger Bank fight on January 24, his flag-ship, the "Lion," having been crippled, Sir David Beatty, following battle custom under such circumstances, transferred his flag to another ship. Summoning the destroyer "Attack" alongside the "Lion," the Admiral boarded her, with his Flag-Lieutenant, and then—for, of course, the other battle-cruisers passed on, in chase of the enemy—hastened to overtake the squadron, eventually to hoist his flag in the "Princess Royal." It was when the "Blücher" was falling astern of her consorts, "with a heavy list, on fire, and apparently in a defeated condition," and just after enemy submarines had been sighted not far off. "At 11.3 a.m.," relates Admiral Beatty, in his Admiralty despatch, "an injury to the 'Lion' being reported as incapable of immediate repair, I directed 'Lion' to shape course N.W. At 11.20 I called the 'Attack' alongside,

shifting my flag to her at about 11.35 a.m. I proceeded at utmost speed to rejoin the Squadron, and met them at noon retiring N.N.W. I boarded and hoisted my flag in 'Princess Royal' at about 12.20 p.m." Admiral Beatty adds: "The good seamanship of Lieut-Commander Cyril Callaghan, H.M.S. 'Attack,' in placing his vessel alongside the 'Lion,' and subsequently the 'Princess Royal,' enabled the transfer of flag to be made in the shortest possible time." "Everyone," says a letter from the "Princess Royal," "was cheering madly as he came on board." One of the crowd of stokers on the upper deck, taking a rest after their strenuous toil in the stokehold at full speed, is declared "to have patted the Admiral on the back as he came on board, and said: 'Well done, David, you're the man to thrash the Germans!'"

## THE GREAT WAR.

By CHARLES LOWE.



**I**N the week ending March 9 the debit and credit account of the war showed a decided balance in favour of the Allies. Germany had been able to claim little or no advantage either on land or sea. For one thing, the piracy column of the credit account was almost a complete blank, showing only the loss of eight British vessels and seven lives between Feb. 18 and March 3 out of a total all-nationality in-and-out sailings amounting to 2855 for the same period; while, *per contra*, the Admiralty at Berlin owned up to the loss of some seven submarines, that had been netted, rammed, ridden down, or otherwise disposed of by merchant "tramps," two of which claimed the guerdon of £500 offered to the first trading vessel which should purge the seas of one of those under-water pests.

One of them, behaving like a distracted whale in the Channel, was pursued by no fewer than ten of our destroyers, rounded up, harpooned, and sent to the bottom after its crew had been humanely taken off and landed at Dover, where false and malignant rumour—libellous to the character of our Service—was presently to credit their officers with having been straightway invited up to dine with the mess of the Garrison Artillery at the Castle instead of being treated like common criminals—which was, in fact, their fate, and segregated like lepers from other honourable captives. No; our Service has always been "*lenis in jacentem*"—generous to a fallen foe, yet it has always drawn the line at sitting down to meat with captured sea-robbers and assassins. At the same time, the German Government was frank enough to own to Washington, and thus indirectly to Whitehall, that one of its submarines—as little able to distinguish a transport from a hospital-ship as a bee from a bull's foot—had, as a matter of fact, as recorded at the time, tried to torpedo the white-hulled *Asturias*, clearly blazoned with Samaritan Mercy's appealing Cross, on its passage across the Channel with a freight of wounded.

In default of other positive results for the week in question, Germany, raking up old scores, claimed up to then to have made some 780,000 prisoners of war, who are now, in consequence, helping to accelerate the time when our iron, not "paper," blockade must gradually subject the Germans to the same process of stomachic pressure as they themselves so successfully applied to the people of Paris in 1870. So, after all, prisoners of war have their advantage from the point of view of their respective countries, seeing that, to some extent, they may be compared to the Greeks who were craftily introduced into Troy in the belly of a wooden horse to accomplish the betrayal and ruin of the besieged.

On the other hand, the Germans are, naturally enough, not so candid, as in the case of the *Asturias*, with regard to the number of men whom they themselves have lost as prisoners of war; and though an official French calculation puts their total losses of all kinds at 3,000,000, it might be well, perhaps, to doubt the accuracy of this colossal figure. Yet the French have shown themselves to be singularly acute and accurate calculators with regard to the strength of the German forces in the field—witness their late *communiqué* on the subject.

As far as concerns the French losses of all kinds up to date, no official figures have yet been issued corresponding to the 104,000 of our own casualty list on the Western front up to the beginning of February. But, apart from the military advantages thereby gained by us in France and Flanders for the Allied cause, what are such losses compared with the immense results now accruing to us from our sea

operations against Constantinople, the capture of which, in itself, would be well worth the sacrifice of 50,000 or even 100,000 men, and half-a-dozen *Queen Elizabeths*. Or, put it in this way—that if we had Constantinople to show for the losses hitherto incurred by us on sea and land, we should think that we had got very good value for our self-sacrificing valour. Such a result would change the whole course of the war, and practically determine its issue.

If the Kaiser—according to a telegram from the Crown Prince to his wife, which has just, by accident, seen the light—felt "depressed" on Sept. 3, when as yet things were going pretty much in his favour, what must be his mood on hearing—as there is every prospect of his hearing soon—that the Allied squadrons are anchored off Stamboul with an ultimatum to the Sultan in the pocket of Vice-Admiral Carden—that

the day when I inspected the Mediterranean Fleet at Athens" (on his way to Stamboul, as aforesaid), "and boarded the *Dreadnought*" (not the latest one) "where my flag as Admiral of the Fleet was hoisted for the first time"; if, I say, that was the proudest moment of his life, what must now be his feelings about the same Fleet on hearing of its exploits against the Dardanelles, with its Krupp-cannon batteries—numerous as the galleried guns of Gibraltar—all shattered into shapeless rubbish-heaps by the ton-weight shells of our *Queen Elizabeth* and her minor, if equally destructive, consorts?

And then the simple, short Admiralty revelation that the "wondrous tale" had been "taken up"—not by the lunar orb, as in Addison's ode, but by our East Indies Squadron of battle-ships and cruisers under Sir Richard Peirse, which had suddenly emerged

from the military mist, the "fog of war," and begun to bombard Smyrna, the city of figs and other things, on the Asia Minor coast. The ordinary man in the street was slow to take in the meaning of this curt and colourless statement, slower, perhaps, than he would have been in the case of a positive "message from Mars."

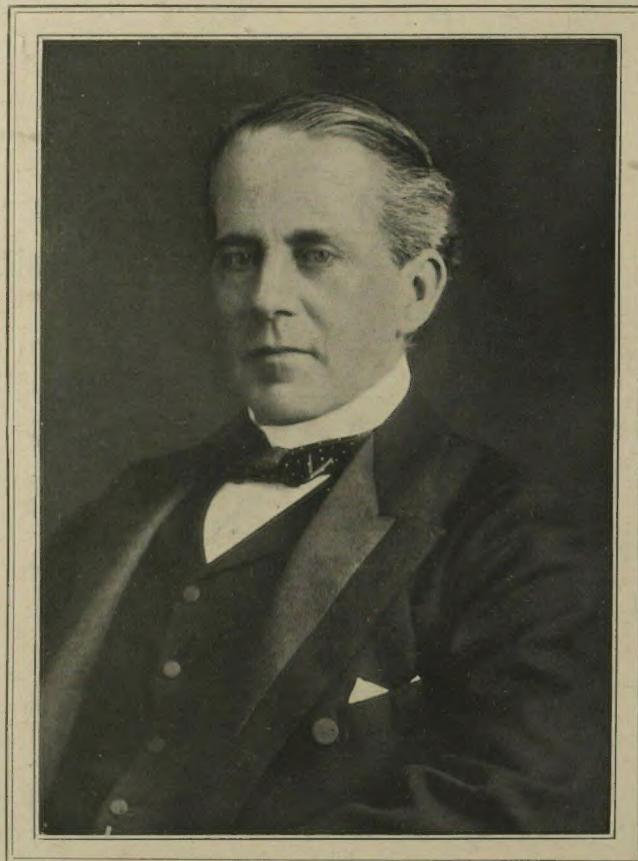
But it gradually dawned on his slow, revolving brain that the "announcement from Neptune," as it might have been called, was better even than a "message from Mars"—a revelation of our immense naval power, of the fact that our Indian Empire could afford to look after itself and allow the squadron set apart for the defence of its shores to make its silent, sudden, unannounced appearance in the Mediterranean, and address itself to "the reduction of the Smyrna defences as a necessary incident in the main operation" against the Turkish capital—an operation to be furthered by the massing of a French expeditionary force in North Africa—"to embark the moment the signal is given"—as well as by the landing of a portion of the Marine Brigade of our Royal Naval Division.

Clearly, therefore, the reduction of the Dardanelles and the conquest of Constantinople—with all its momentous consequences—is an object on which the Allies, splendidly scheming in silent concert, have set their hearts as resolutely as the husbandman who, having once set his hand to the plough, is bent on forcing it to the end of the furrow. No wonder that Greece, which is nearer the scene of the tremendous drama than Great Britain, is ablaze with enthusiasm at the prospect of the possibilities thus opened up to her, and that the patriotic Ministry of M. Venezelos, the aggrandiser of modern Hellas, is at loggerheads with King Constantine, brother-in-law of the German Kaiser—the "Iago" of all the "Easts"—Near, Middle, and Far. Even Bulgaria has caught the Greek fever, and is similarly bestirring itself.

It is not from Berlin that we shall accept guidance as to the effect produced in Constantinople by the battering-ram thunder of our guns at its Dardanelles gates, though it is sad to see how a people who pride themselves on their superior knowledge and their powers of reasoning should give credence to such childish rubbish as is supplied to them about the course of our progress towards the conquest of Turkey, or at least of its capital, which is much the same thing. Our pretty severe check at the head of the Persian Gulf is a mere flea bite compared with the splendid progress of our arms in the Straits and at Smyrna.

As to the course of the war on both fronts—west and east—there is very little to be said, except that in France and Flanders the Allies are more than holding their own; while the Russians in Poland and Galicia are doing even more.

LONDON: MARCH 9, 1915.



THE PASSING OF A GREAT PEER: THE LATE EARL CADOGAN.

Political and personal associations make the death of Earl Cadogan of peculiar interest. He was an ex-Under Secretary for War and for the Colonies, an ex-Lord Privy Seal, and Lord-Lieutenant of Ireland. Holding the last position he was highly popular, entertaining royally, having the courage to abolish the débutante's "Kiss of Fealty," and keeping a fine racing stud. The late Earl was married first to Lady Beatrix Jane Craven, the perfect hostess and châtelaine of Chelsea House, Cadogan Place, who entertained as should the wife of a popular Peer credited with a revenue of £100,000 a year; secondly, only three years ago, to the Countess Adèle Palagi, daughter of Count Neri Palagi. But all the wealth which came to the Cadogans from the marriage of the second Earl with a daughter of Queen Anne's physician, Sir Hans Sloane, could not shield the late Earl from many sorrows, and he witnessed the death of three heirs to the title—two sons and a grandson of seven. [Photo: W. and D. Downey.]

same Stamboul into which his Germanic Majesty, as the visitor of Abdul "the Damned," made his triumphal entry in October 1889—only two short months after being appointed Admiral of the British Fleet, by the Queen at Osborne—to lay his snares and inaugurate that era of anti-English intrigue which culminated in the arrival of the *Goeben* and the *Breslau* in the Bosphorus, with the Turkish colours, their true ones, flying from their masts.

If, as the Emperor once declared when toasting our Navy in the *Royal Sovereign* at the opening of the Kiel Canal, "one of the finest days of my life, and one which I shall remember as long as I live, was

## CHANGED PARIS: THE "MATINALES" OF TO-DAY.

DRAWN BY L. SABATTIER.



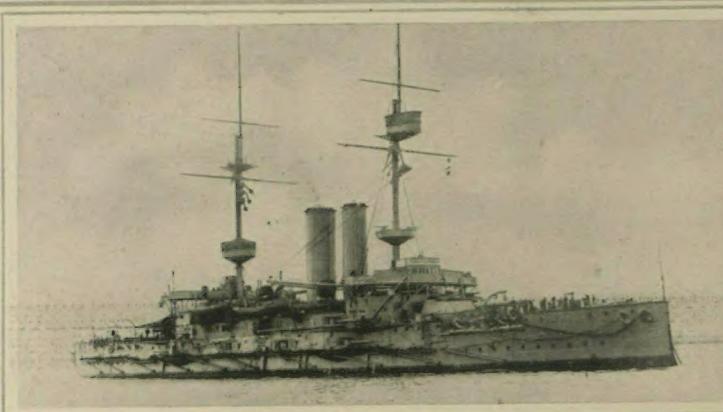
GOING ON DUTY: A MOTHER AND DAUGHTER ON THEIR WAY TO HOSPITAL WORK.—AN EARLY MORNING SCENE IN PARIS.

To those who have only known Paris in her frivolous mood, a City of Light and a City of Pleasure, there is much that is sad as well as strange, pathetic as well as beautiful, in the change wrought by the grim happenings of war. For Paris is, of course, taking the Great War very seriously indeed, and its outward signs and tokens are far more obvious there than in London. Our picture shows one instance of "autres temps, autres moeurs." In gayer Paris, before the war, ladies were returning from scenes of pleasure in the small hours. To-day, one meets high-born, grave-faced women in

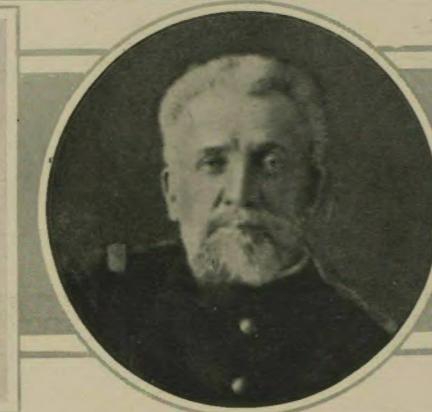
the deserted streets of early morning; they pass like guardian angels upon their work of mercy. White-haired mothers, with sweet-faced daughters, all bearing the sign of the Red Cross, go on their way to take up posts of duty in one or other of the hospitals or hotels devoted to the care of the wounded. They walk along absorbed in their own thoughts. A sense of duty done, of help given to the suffering, makes them forget their fatigue; but they cannot forget that the new day brings new perils to their dear ones at the scene of war.—[Drawing Copyrighted in the United States and Canada.]

## THE NAVAL ATTACK ON TURKEY: BRITISH, FRENCH, AND

PHOTOGRAPHS BY ABRAHAMS, ELLIOTT AND FRY.



ONE OF THE BRITISH WAR-SHIPS THAT ENTERED THE DARDANELLES AND BOMBARDED THE WHITE CLIFF BATTERIES: H.M.S. "OCEAN."



COMMANDER-IN-CHIEF OF THE FRENCH MEDITERRANEAN FLEET: VICE-ADMIRAL BOUÉ DE LAPEYRÈRE.



COMMANDING THE BRITISH AND DARDANELLES: VICE-ADMIRAL



A RUSSIAN CRUISER WHICH RECENTLY JOINED THE BRITISH AND FRENCH NAVAL FORCES OFF THE DARDANELLES: THE "ASKOLD."



FIRST HEARD OF AFTER THE CHILE ACTION, THEN AT THE FALKLANDS, AND NOW OFF THE DARDANELLES: H.M.S. "CANOPUS."



SHARING WITH THE BRITISH SHIPS "THE GLORY AND THE HAZARDS OF THE ENTERPRISE": THE "SUFFREN," A FRENCH BATTLE-SHIP OPERATING IN THE DARDANELLES.

## RUSSIAN SHIPS IN THE DARDANELLES OR AT SMYRNA.

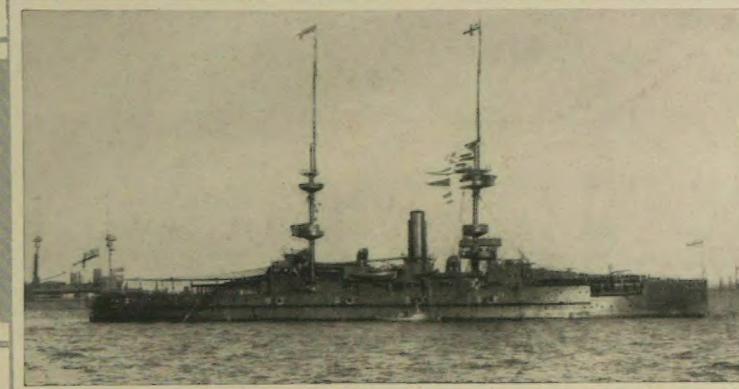
SPORT AND GENERAL, MARIUS BAR, AND CRIEB.



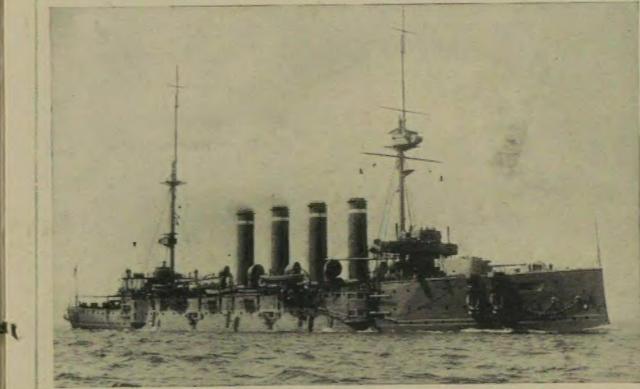
FRENCH SQUADRONS IN THE DARDANELLES: VICE-ADMIRAL SACKVILLE CARDEN (ON LEFT),



COMMANDING THE SQUADRON THAT BOMBARDED SMYRNA: VICE-ADMIRAL SIR RICHARD PEIRSE.



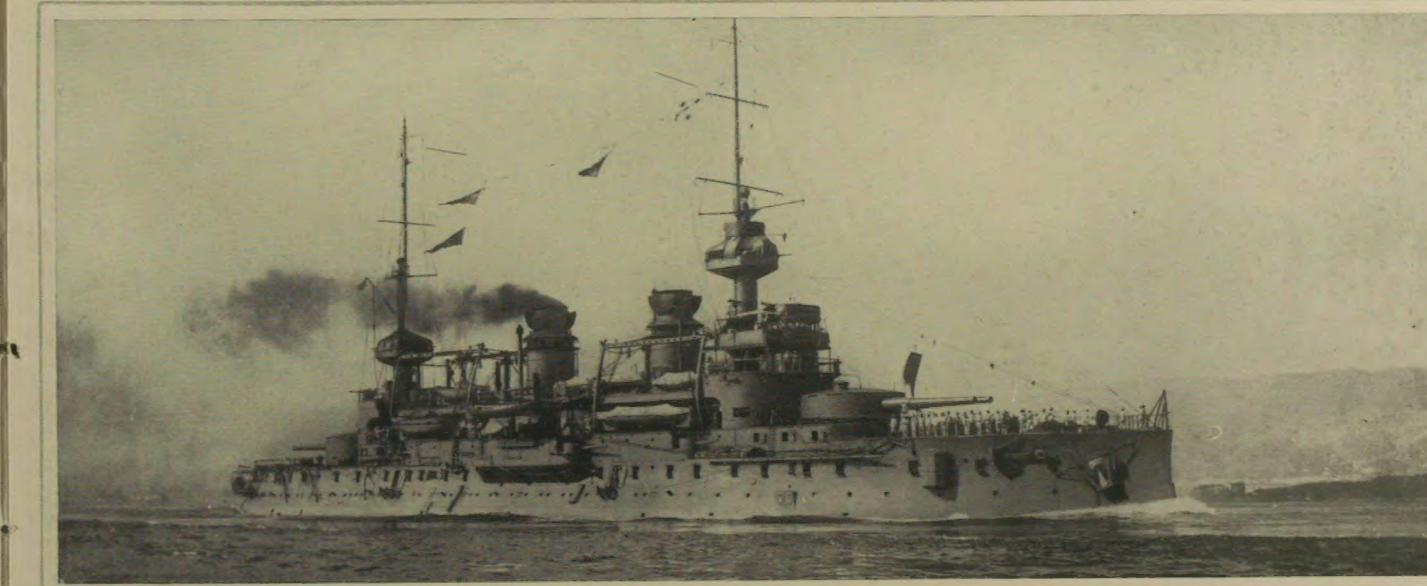
ONE OF THE BRITISH WAR-SHIPS WHICH BOMBARDED FORT DARDANUS IN THE DARDANELLES: H.M.S. "PRINCE GEORGE."



THE FLAG-SHIP OF SIR RICHARD PEIRSE OFF SMYRNA: H.M.S. "EURALYUS," WHICH "SHOT WITH REMARKABLE ACCURACY."



ONE OF THE FRENCH BATTLE-SHIPS CO-OPERATING WITH THE BRITISH SQUADRON IN THE DARDANELLES: THE "BOUVENT."



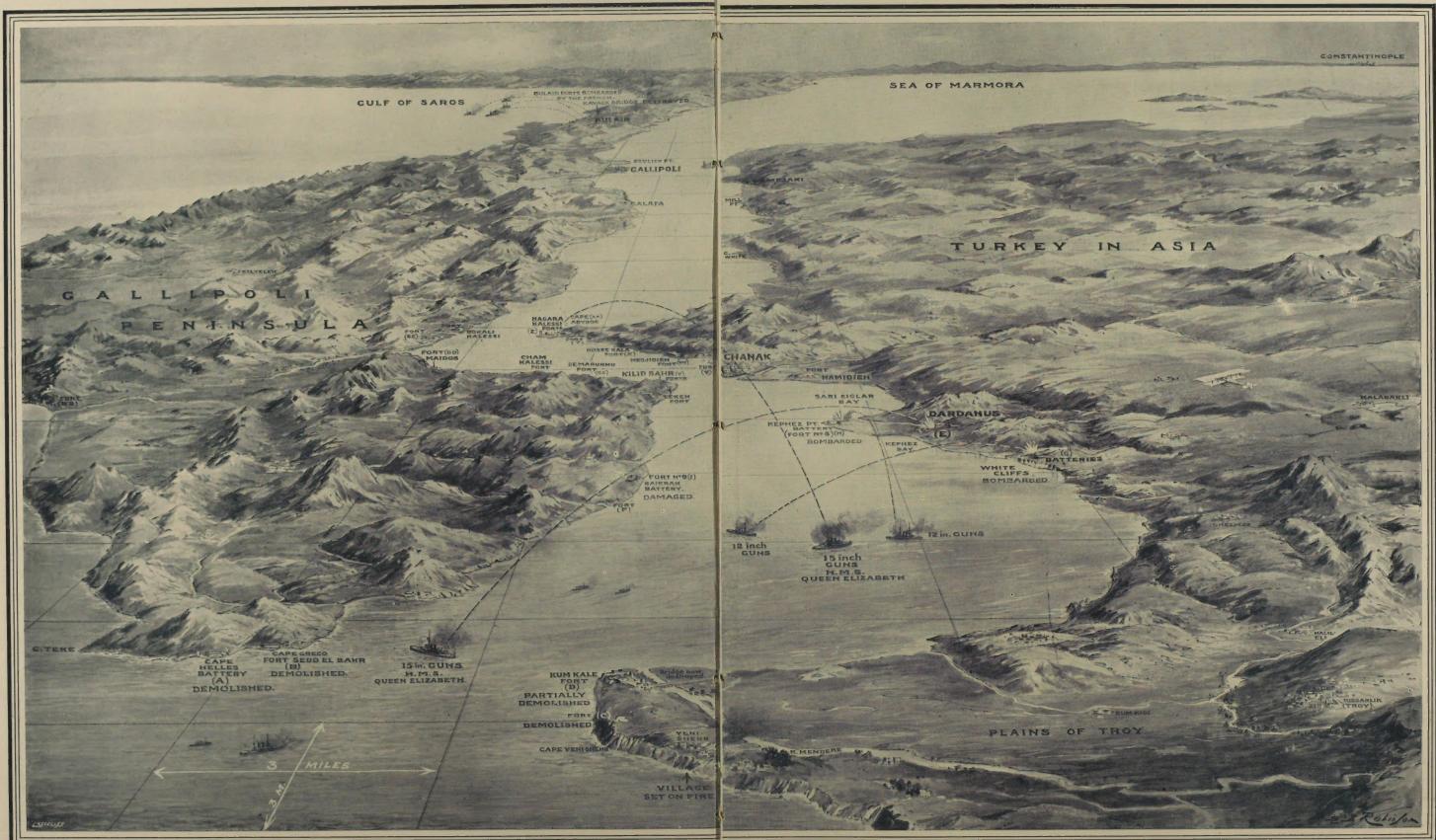
ANOTHER OF THE FRENCH BATTLE-SHIPS THAT HAS DONE VERY VALUABLE WORK IN THE DARDANELLES OPERATIONS: THE "GAULOIS."

The Admiralty announcement of March 8 regarding the naval operations in the Dardanelles and at Smyrna stated: "No action was possible on the 3rd till 2 p.m., when, although the weather was still unfavourable, 'Irresistible,' 'Albion,' 'Prince George,' and 'Triumph' resumed the attack on Fort Dardanus (E) and the concealed guns in its neighbourhood. . . . On March 4, the weather became fine, and the sweeping and bombarding operations within the Straits continued steadily. . . . On this day also . . . the defences of Besika were shelled by 'Prince George.' The following casualties were sustained on the 4th: 19 killed, 3 missing, 25 wounded. On March 5, the attack was begun by indirect fire from 'Queen Elizabeth' upon the defences at the Narrows. This attack was supported with howitzers by 'Inflexible' and 'Prince George.' . . . The fire of the 'Inflexible' and 'Prince George' was observed from inside the Dardanelles by 'Irresistible,' 'Canopus,' 'Cornwallis' and 'Albion.' Although these vessels were much fired at by concealed guns, they were not hit. . . . On March 5, also, the Commander-

in-Chief in the East Indies, Vice-Admiral Sir Richard Peirse, arrived with a squadron of battle-ships and cruisers off Smyrna. A methodical bombardment of Fort Yeni Kale was carried out. . . . 'Euryalus,' which flew the flag of the Vice-Admiral, shot with remarkable accuracy from her after 9.2-inch guns." In a previous Admiralty report, the interesting statement was made that "the Russian cruiser 'Askold' has joined the Allied Fleet off the Dardanelles." The "Askold" is a protected-cruiser of 5905 tons, carrying twelve 6-inch guns. H.M.S. "Ocean" was mentioned in the Admiralty report of the 4th as having entered the Dardanelles, with the "Triumph" and "Albion" and attacked Fort No. 8 and the batteries at White Cliff.—Vice-Admiral Sir Richard Peirse, commanding off Smyrna, was on board the old "Inflexible" as a Lieutenant during the bombardment of Alexandria in the Arabi Pasha rebellion. During the South African War he commanded the "Barracouta."—Vice-Admiral Boué de Lapeyrère, Commander-in-Chief of the French Fleet in the Mediterranean, is a very able naval strategist.

LONG REPUTED IMPASSABLE BY AN ENEMY: THE GATE TO CONSTANTINOPLE, OBJECT OF THE ALLIES' ATTACK.

DRAWN BY W. B. ROBINSON



## SCENE OF VITALLY IMPORTANT OPERATIONS: THE DARDANELLES

## —AND HOW THE NAVAL GUNS SEARCH OUT ITS DEFENCES.

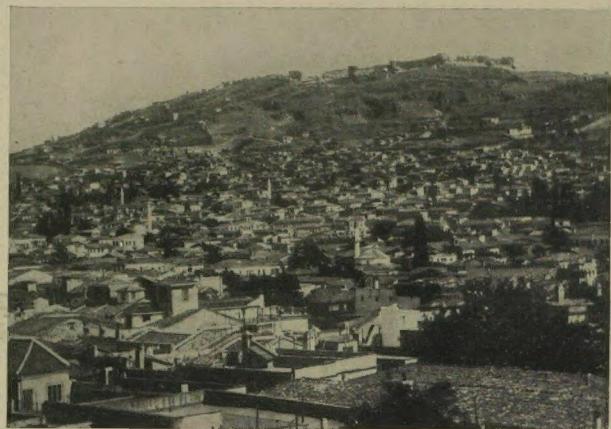
miles to the south of Bokul Kalonji and Nagara, by Abyssinian Peasant, the high ground on the European side is covered by batteries. Nagara passed, the Dardanelles are open to fire by ships from both the Gulf of Suez and the Mediterranean. Owing to the immense range of the guns, the fortifications are no longer present the difficulties on account of which the British and French had to be compelled to attack the Dardanelles. The 15-inch guns of the other side, both British and French, fire shells weighing 50 lb. The squares on the map represent miles each way. (Drawing Copyrighted by the United States of America and the United Kingdom.)

## WAR AND THE EAST: SMYRNA; AND THE GREEK CRISIS.

PHOTOGRAPHS BY C.N., BONCER, AND STANLEY.



BOMBARED BY A BRITISH SQUADRON FROM THE EAST INDIES, THAT ITS DEFENCES MIGHT BE REDUCED: SMYRNA—THE PORT.



"THE REDUCTION OF THE SMYRNA DEFENCES IS A NECESSARY INCIDENT IN THE MAIN OPERATION": SMYRNA; WITH THE GREEK ACROPOLIS.

**S**MYRNA, the announcement of whose bombardment by a British squadron came as a surprise, is the chief seaport of Asia Minor, and is situated some forty-six miles inland from the Aegean Sea, at the head of the Gulf of Smyrna. From the sea, it appears imposing; for it is on rising ground at the foot of a steep hill crowned by the ruins of the ancient Greek Acropolis. In point of fact, its streets are small and squalid, and there are no buildings of any particular note. The European, or Frankish, quarter fronts the sea. The chief industries are textiles, pottery, and carpet-making, and the exports include tobacco and raisins. The city is the seat of

Archbishops of the Roman Catholic, Greek, and Armenian Churches; and it is the place of residence of the Turkish Governor-General of the Aidin Province. The fortifications are believed to have been strengthened since the Balkan War, when a Greek torpedo-boat entered the harbour and torpedoed the guard-ship under the batteries. Two railways run from the city; and there are iron-works and machine-shops. Smyrna claims to be the birthplace of Homer, and is one of the seven cities addressed by St. John in the Revelation. The Knights of St. John occupied it in the 14th century. Timur sacked it in 1402. It has been Turkish since 1424.



SISTER OF THE GERMAN EMPEROR AND CONSORT OF THE KING OF GREECE: QUEEN SOPHIE (AND HER THREE DAUGHTERS).



BEFORE THE PARTING OF THEIR WAYS: M. VENIZELOS, THE GREEK PRIME MINISTER, AND THE KING OF GREECE.

The Admiralty announced on Saturday, March 6: "On March 5 . . . the Commander-in-Chief, East Indies . . . arrived with a squadron . . . off Smyrna. A methodical bombardment of Fort Yenikale was carried out during the afternoon for two hours . . . inflicting considerable damage on the fort; and there were two heavy explosions, apparently of magazines . . . The fire was not returned. The bombardment at closer range has now begun. . . . The reduction of the Smyrna defences is a necessary incident in the main operation." This announcement followed one giving further details as to the operations against the Dardanelles defences.—The political and war sensation

of the beginning of the week was without a question the resignation of M. Venizelos, the Greek Prime Minister, who has been called "the Bismarck of Greece," and is understood (with the majority of the fallen Government) to be in favour of Greece entering the war on the side of the Triple Entente Powers. It was understood that M. Zaimis would form a Cabinet which would be neutral. M. Venizelos said: "I hope that this policy will not endanger our newly acquired territory." Later, M. Zaimis declined to form a Cabinet; and the King summoned M. Gounaris. The Queen of Greece is the German Emperor's third sister. It may be that this has had something to do with the King's attitude.

## QUEEN ELISABETH, INSTRUCTOR OF PRINCES: THE LESSON.



"COURAGE LIES NOT IN FINE WORDS. IT IS BY OUR ACTS WE ARE JUDGED—PRINCES, REMEMBER THAT":  
THE QUEEN OF THE BELGIANS AND THE CROWN PRINCE IN THE ROYAL SCHOOL-ROOM AT BRUSSELS.

The Queen of the Belgians has won the love and reverence of her husband's people as much by her womanly as by her royal qualities, and it is interesting to recall that before the war caused the royal children to seek a home in England, it was Queen Elisabeth's daily habit to visit her children's school-room and take part in the work of teaching them. Very timely is the phrase which her Majesty wrote—a veritable inspiration for teaching young Princes to be princes in deed as well as name. "La vaillance n'est pas dans les belles paroles. C'est aux actes surtout que l'on juge nos rôles. Princes,

retenez-le!" Before the Great War, "the little Queen," as her subjects call her, wrote this precept for her son Prince Leopold. How much since has his royal father's splendid work in the war served to impress the message upon the mind of the Crown Prince! It has been emphasised, also, by his visit to the front, where his father introduced him to his Staff with the words: "If I cannot finish my work in the course of this war, I rely on my son to do it." In one trench a soldier handed him a German spiked helmet, which Prince Leopold promised to give as a souvenir to his sister.

## DRAWN AT THE FRONT BY FREDERIC VILLIERS: A VIVID IMPRESSION OF "THE HELL OF LA BOISSELLE."

FACSIMILE DRAWING BY FREDERIC VILLIERS, OUR SPECIAL WAR ARTIST INVITED TO VISIT THE FRONT.



WHERE THE FRENCH AND GERMAN ADVANCE TRENCHES WERE AT SOME POINTS ONLY THREE YARDS FROM EACH OTHER: THE SCENE OF FIERCE FIGHTING AT THE VILLAGE OF LA BOISSELLE, NEAR ALBERT.

Mr. Frederic Villiers mentions, in sending this remarkably interesting sketch, that the French military authorities, at whose invitation he has visited the front, have allowed him to enter the firing-line. "The Hell of La Boisselle," he writes, "was the title of my sketch given to me by the French officers who conducted me along the firing-line at La Boisselle, once a cheerful village of over a thousand inhabitants, a few miles from Albert. The French and Germans divide the village between them, and so close to one another are their trenches—at some points not more than three yards—that the French soldiers occupying the advance-trenches are obliged to hurry into their bomb-shelters at the warning of a telephone-signal whenever the '75' batteries shell the German works, so as to avoid the stray splinters of their own shells. The village looks like

a *mélange* of live volcanic craters, so scored and scarred is the ground by the projectiles from both belligerents; and the greyish-black smoke from the bursting shells of the famous French guns, which are incessantly falling on the German entrenchments, give a veritable touch of the 'Inferno' to the scene. The strategic value of La Boisselle has made it a bone of contention between the opposing forces for many months. The French have lost over 2000 men during the last few weeks working up to their present positions, and now neither side can advance unless the explosion of a mine clears the ground for further movement." La Boisselle is close to Aveluy, near Albert on the Ancre, where a few weeks ago the Germans sent fire-boats down the river against the French.—[Drawing Copyrighted in the United States and Canada]

## BY OUR SPECIAL WAR ARTIST IN GALICIA: CONDITIONS IN WHICH THE VICTORIOUS RUSSIANS LIVE AND FIGHT.

DRAWN BY H. C. SEPPINGS-WRIGHT, OUR SPECIAL WAR ARTIST IN THE EASTERN THEATRE.



OCCUPYING TRENCHES DUG IN THE ROCKS AND WARMED BY STOVES: RUSSIAN TROOPS IN CAPTURING, IT IS SAID,

THE SNOW-CLAD HILLS OF GALICIA, WHERE THEY RECENTLY WON A GREAT VICTORY, OVER 18,000 AUSTRIANS.

Mr. H. C. Seppings-Wright, our Artist who, in the earlier stages of the war, did fine work illustrating the siege of Antwerp and the fighting on the Yser, went out recently to the Eastern theatre of operations, and is now with the Russians in Galicia. His drawing gives a vivid idea of the wintry conditions under which our gallant Russian Allies have been fighting of late in that country with such conspicuous success. An official announcement, issued at Petrograd on March 4, said, regarding the operations in Eastern Galicia: "The Austrian rear-guards are endeavouring to maintain themselves on the River Lukwa (east of Krasna, and farther up to Jezopol (ten miles north of Stanislau). In the course of the day we captured in the Carpathians and Eastern Galicia 47 officers, 3000 men, and 16 machine-guns." The next day it was announced that "Russian troops entered Stanislau on March 4,

and successfully crossed the Lukwa." According to a Reuter message from Petrograd of the same date (March 5), it was announced there that during the operations round Stanislau between February 21 and March 3, the Russians made 153 officers and 18,522 rank and file prisoners, and captured 5 guns, 52 machine-guns, 519 horses, and a large number of trams." All accounts agree as to the excellence of the Russian trenches, with their well-constructed shelters, and every possible contrivance for the comfort of the men, including the provision of stoves, which must be greatly appreciated in the intense cold among the snow-covered hills. Some of the chimneys from these stoves are seen in the drawing, protruding here and there above the ground.—[Drawing Copyrighted in the United States and Canada.]

## GERMANY'S SUBMARINE FLEET: ITS STRENGTH AND ITS WEAKNESS.

BY A. H. POLLON.

A FORTNIGHT ago I made a statement that Germany's resources were such that there was nothing improbable in her having added at least twenty-two, and possibly many more, to her flotilla of submarines. It is generally supposed that in August last she had between twenty and thirty. The highest number whose appearance has been noted is *U 21*. This, of course, does not prove that *U 22-28* were not in commission. She may call all her submarines *U 21* for all we know. It is known that she had sixteen under construction for herself, and six under construction for foreign Powers, principally Russia. And, in addition, she had many engines in hand for submarines to be built abroad. All of these could have been completed, I maintained, in much less than seven months, and additional submarines as well; so that by this time a minimum of fifty, and quite possibly sixty, might have passed into the fleet. Some, undoubtedly, have been lost. Three or four are officially claimed, and there are unconfirmed reports of anything from eight to fifteen others. If we take the maximum number—namely, nineteen, it would leave her with thirty to forty; and if her losses are only a dozen, it would leave her with forty to fifty boats available. The limiting factor in being able to use so many is the numbers of the *personnel*. Germany began with sufficient for at most forty. Can she have trained a new *personnel* for an additional ten or twenty? To have done so, she must have kept a considerable number of her submarines of the latest type out of direct operation for training purposes. The known facts make it appear probable that she did. No higher number than *U 21* has been observed to take part in the operations. That would leave seven boats of the latest type, viz., *U 22* to *U 28*, available for training. Next, the total number of German submarines identified between Aug. 4 and the beginning of this month is six only.

If the whole of Germany's twenty-eight submarines had always been at sea in our waters, we should surely have identified more than six. The theory that at least seven, and possibly double this number, have been reserved for training purposes is, therefore, not improbable. And if this, indeed, has been done, a fully trained *personnel*, not for sixty boats, but for seventy, eighty, or ninety, might easily have been turned out in the six months August to January inclusive.

Germany found herself unexpectedly at war with Great Britain at a moment when she had known for many months that the British Fleet would be mobilised on a scale never heard of before; when, therefore, an inferior sea force would be powerless to gain any advantage from such surprise attacks as Japan, for instance, made at Port Arthur. The potentiality of the submarine as an engine of attack on battle-ships had just been advertised to the world by a vigorous controversy. With this fresh in their minds, and with their battle-ships paralysed by the accidental but perfect preparedness of our Fleet for war, the German Admiralty must have realised from the first that their chief hopes lay in a submarine campaign. The events of August and September would have driven this conviction home. We may take it for granted, therefore, that from the earliest days of August, Germany made all speed with such submarines as she had in hand, and that every week of the war added to her resolution and determination

to amplify and increase the only naval weapon from which she could have had any hopes. Given, then, a determination to get as many submarines as she could, and a capacity to train a *personnel* for them, the last limiting factor would be her capacity to build.

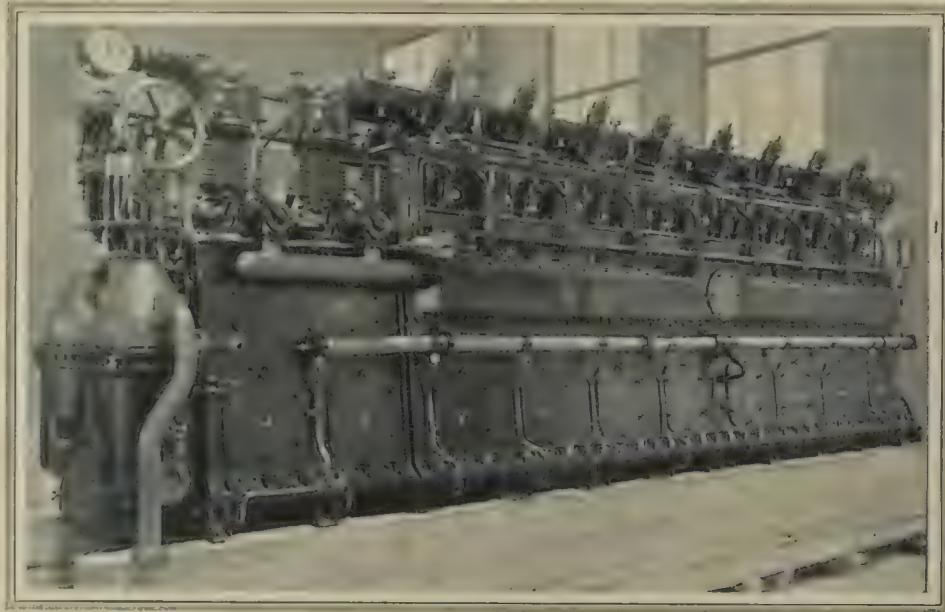
A submarine, in this country, takes about a year to build. But this is a loose way of speaking. The term "build" includes two kinds of manufacture which are very distinct. There is the hull, or perhaps, more correctly, the shell with its purely ship-fittings; there is the machinery of different kinds, but more especially the oil-engines. There are not only two kinds of manufacture; there are two quite distinct processes of manufacture. If all the elements of design are fixed—that is, if nothing is left for experimental demonstration—there then begins the first process, by no means a rapid one; namely, the production of the working drawings of the entire vessel, with its necessary machinery, electrical gear, and equipment. So far as I know, every Power building submarines has adopted some improvement or modi-

type, and make the best of it. Now, the largest type of German submarine with which we know for certain that they have experimented and found satisfactory—namely, *U 19* to *U 24* boats, are rather smaller than our *E* class, but their efficiency in this war has been amply proved. There is a later class, *U 25* to *U 30*, nearly a hundred tons larger, which has, presumably, been completed since the war began, and it is possible that these have been found to be completely satisfactory also. For the purposes of my argument, it is immaterial which type has been adopted for rush-construction. My point is simply this: that, with ample experience that a particular type is right, the multiplication of units of that type, undelayed by any waiting for designs, drawings, patterns, gauges, and tools, is a mere question of industrial repetition. I put the question to a director of one of our largest ship-building firms, how long in these conditions it would take his firm to build a submarine? He answered that, omitting the engines, they could build an 800-ton submarine in considerably less than five months. I then asked him how many submarines could he build in the five months. To that he answered, their capacity would be limited solely by the supply of steel from the steel-makers. Now, of steel-makers Germany certainly has no lack. Her ship-building resources are, no doubt, inferior to ours, but for this purpose it is practically unlimited. So much for the hulls. How does the question stand with regard to engines?

The internal-combustion engine, a French conception, is, as a practical reality, the product of German brains. Dr. Otto began with the four-cycle gas-engine. Gottlieb Daimler applied this principle to working the wheels of a car, and so founded the motor industry. Dr. Diesel, in turn, adapted it to use with heavy oils. Germany has kept her supremacy in this field. The modern

submarine has been made possible by Diesel's inventions. The concentrated power and economy of this form of prime-mover gave it from its first inception an exceptional importance for marine purposes. The river, canal, and coasting trade of Russia and Central Europe created the greatest actual demand for Diesel marine engines. The larger part of it has been met by Krupp's and the M.A.N., of Nürnberg, which now have a manufacturing experience and an amplitude of manufacturing resources probably exceeding the combined resources of all the rest of Europe. Where English manufacturers take ten and twelve months to build a 1500 or 1750 h.p. Diesel engine, Krupp and the M.A.N. can produce it easily in from half to a third of that time. In addition, they can produce them in three to four times the numbers. These are the simple facts of the situation.

But it would be a grave mistake to suppose that, because Germany can multiply the number of her submarines, she can multiply the number of her submarine successes. To attack trade by submarines is a very different thing from attacking war-ships by submarines. Merchant-ships do not travel in fleets, but they do travel approximately over known and fixed routes. For the first time since the war began, we are organising a comprehensive and, I believe, adequate counter-attack. The limitation of the submarine field against the mercantile marine necessarily facilitates the counter-campaign.



THE ENGINE WHICH MADE THE MODERN SUBMARINE POSSIBLE: A DIESEL.

4. Speed-indicator. B. Air-compressors which supply air at high pressure for injecting fuel into working cylinders. C. Valves. D. Working cylinders. E. Casing enclosing cam-shaft from which the valves are operated. F. Governor for regulating speed. G. Control-wheel for manoeuvring and reversing. H. Governor-shaft, driven from crank-shaft, and itself driving the cam-shaft. I. Scavenging-pump for expelling the used gases at the end of each stroke, and filling the working cylinder with pure air. J. Crank-chamber doors which can be removed quickly to examine crank-shaft and bearings.

ification of design every year. Now, any modification means not only the production of entirely new sets of drawings, but, what is a lengthier business still, the production of entirely new sets of patterns, templates, jigs, gauges, tools, etc. It is only when all of these are complete, or, at any rate, nearly all, that the preliminary orders can be sent out to the steel-makers for the required plates, girders, stanchions, etc. It is only when all of these are complete that the rollers, and tools, etc., necessary for the processes requisite for giving their right conformation to the steel parts can be put in hand and constructed. It is only when all of these are complete that the engine-makers can produce their patterns, jigs, templates, etc., for the production of the motive power. Now, a very large number of all these processes are commonly included in the period of construction. The year, therefore, that it takes to build a submarine is not a year spent in putting the submarine together, or even a year spent in making the requisite parts after drawings, patterns, gauges, etc., are complete, but more commonly a year that includes the production of all these things, as well as the production of the submarine itself. In times of peace, programmes take this sort of normal course. There is no occasion to rush things; everything, on the contrary, is gained by delaying decisions here and there, so as to make quite sure that in the new type every possible real improvement is included. But in time of war, people take, and quite rightly take, any existing satisfactory

## DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY FALL, SALMON, BROOKS, BRISTOW, LONDON STEREOGRAPHIC CO., C.N., MAULL AND FOX, LAFAYETTE, MYERS, MAY, COOPER, SPEAGHT, AND SWAIN



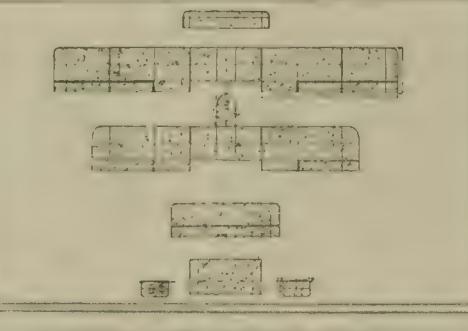
Our portraits include that of Brig.-Gen. Charles FitzClarence, who was killed in action at Ypres. His father, the late Captain the Hon. George FitzClarence, R.N., was the third son of the first Earl of Munster. Brig.-Gen. FitzClarence served with distinction in South Africa, taking part in the defence of Mafeking, and his daring won for him the sobriquet of "The Demon." It was there he won his V.C. by three acts of valour: relieving an armoured train under a furious fire and saving his handful of men by his skill; leading an attack on Boer trenches in a night sortie and himself killing four of the enemy; and displaying great courage at the action at Game Tree, where he was shot through both legs. He was married, in 1898, to Violet, daughter of the late Lord

Alfred Spencer Churchill, and leaves a son and a daughter. Lieut. C. H. Dundas was the youngest son of Sir George and Lady Dundas, of Dunira, Comrie, Perthshire, and died of wounds received at Ypres. Captain Norman Fraser, D.S.O., was son of the late Colonel G. L. Fraser and Mrs. Fraser, Kirkside, St. Cyrus, Kincardineshire. He served in the South African War, and was awarded the D.S.O., the Queen's medal, with four clasps, and the King's medal, with two clasps. Lieut. Robert Stirling was the eldest son of Lieut.-Commander T. W. Stirling, R.N. Lieut. V. T. T. Rea was the first student of Trinity College, Dublin, to fall in the war. Lieut. C. Gordon Mackenzie was the second son of Mr. H. Gordon Mackenzie, of Toronto, Canada.

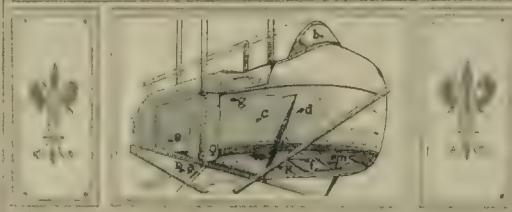
## A 400-TIMES-HIT WAR-PLANE; AND A MINED TRENCH.



AFTER FIVE MONTHS' CAMPAIGNING IN THE AIR AND 400 BULLET AND SHELL HOLES: THE FRENCH MILITARY BIPLANE "M.F. 123." THE ADMIRATION OF THE ARMY, NOW EXHIBITED IN THE COUR D'HONNEUR OF THE INVALIDES.



THE RIDDLED PLANES AND BODY OF "M.F. 123"  
The dots represent bullet-holes; the triangles, gashes from shell-fragments.



HITS ON THE RIGHT SIDE OF THE FORE-PART,  
AND UNDERNEATH.

(a) Hole made by a rifle-bullet which pierced the armour and dented the petrol-tank; (b) Shrapnel-hole; (c and d) Rifle bullet-holes; (e) Hole made by a bullet from a machine-gun fired by an enemy airmen; (f) Hole made by a shell; (g) Shrapnel-hole; (i, k, l, and m) Dents made in the armour by bullets; (n) Hole made by bullet.



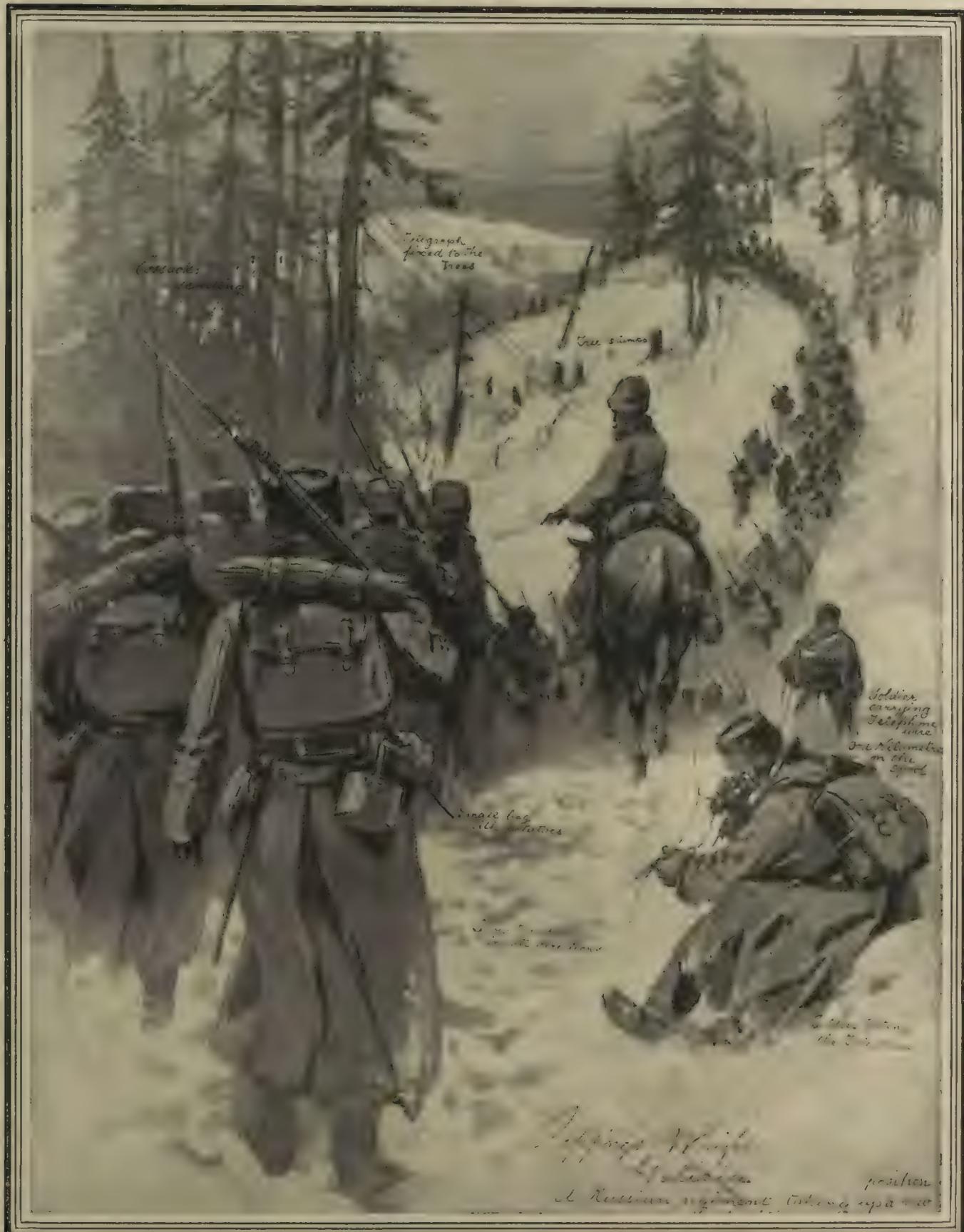
LIKE THE CRATER OF A GIANT VOLCANO: MINE-WARFARE IN THE TRENCHES—VICTORIOUS FRENCH SOLDIERS, IN A BLOWN-UP GERMAN TRENCH,  
PREPARING TO BURY THE ENEMY DEAD.

Of surpassing interest to the crowd which day after day throngs the spacious Cour d'Honneur of the Invalides, to see the captured German cannon and a captured Taube displayed there, is a French exhibit, the army biplane "M.F. 123." "M.F." are the identifying letters of the "escadrille" or flying detachment to which the biplane belongs; "123" is its army number. Its war-record is famous in the French Army for the adventures gone through under the single-handed piloting of Captain Moris. "M.F. 123" has been on service in the air, it is officially stated, for 252 hours 50 minutes, has made 77 long-distance reconnaissances over the German lines, has carried out 48 ranging flights to assist artillery in action, and has been engaged in 7 aerial combats. Upwards

of 400 holes from shrapnel and rifle bullets and shell fragments are distributed over the machine: in the planes, fuselage (or body), armoured floor, rudders—everywhere. The petrol-tank is dented—fortunately the bullets had lost power in piercing the armoured floor beneath the fuselage, for Captain Moris was then flying miles within the German lines. Captain Moris always worked alone, in order to substitute for a companion's weight in the machine an extra supply of bombs. In the upper diagram the damage to the stays and skids is not shown.—The lower illustration shows French soldiers occupying a German trench, mined and blown up just before. The victors are in the crater formed by the explosion, with weapons laid down in order to bury numerous dead Germans.

## BY OUR WAR-ARTIST IN GALICIA: A RUSSIAN ADVANCE.

DRAWN BY H. C. SEPPINGS-WRIGHT, OUR SPECIAL ARTIST IN GALICIA.



THE FIGHTING IN THE CARPATHIANS: RUSSIANS TAKING UP A NEW POSITION AND LINKING THEMSELVES TO THOSE FOLLOWING BY MEANS OF A FIELD-TELEPHONE.

Step by step, the Russians are gaining ground in the Carpathians; thrusting their way through the mountain barrier between Galicia and the plains of Hungary. They hold the northern gorges of the Dukla Pass, but at other crossings the Austrian main army and its German auxiliary corps offer a stubborn resistance. Almost every ridge and hillside slope forms a battlefield. "The most terrific mountain battle that the world has ever seen or heard of," as it is put by a correspondent of the Hungarian newspaper "Az Est," at the front with the Austrian Army, "is proceeding among the snow-bound

precipices and unexplored woods. The impetuosity of the Russian forces is unbounded; they are continually attacking and make fierce bayonet-charges." Our illustration shows the difficult and rugged nature of the Carpathian country, everywhere broken up by narrow ravines between craggy, pine-covered heights amidst which the Russian columns have to thread their way from one scene of conflict to the next. On the right is seen a field-telephone wire being laid down as the column moves forward. The line is being tested and messages passed along it.—[Drawing Copyrighted in the United States and Canada.]

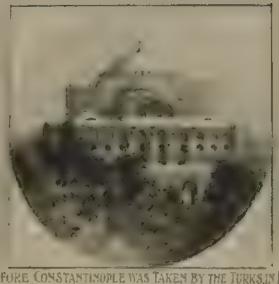


DING A STAR



ING UP OF THE FAMOUS METROPOLITAN CHURCH

REERS AT CONSTANTINOPLE



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453

&amp; THE CHURCH BECAME A MOSQUE: ST SOPHIA

## SCIENCE JOTTINGS.

## AIR-SHIPS AND AEROPLANES.

AIR-SHIPS and aeroplanes have many features in common. Both categories are driven by petrol motors; both are steered by a rudder consisting in effect of a flexible tail; and both depend—the one in part and the other wholly—for their power of rising and sinking at will on elevating and depressing planes. The most marked difference between them lies in their method of rising from the ground, the air-ship accomplishing this like a spherical balloon by the lifting power of the gas it contains; while the aeroplane does so like a large bird by the impetus gained by a run along the ground. The advantage here is certainly on the side of the air-ship, but this is outweighed by the difficulty it finds in returning to the earth, the Zeppelin type taking more than two hundred trained men to control it when it does so. If this trouble and a few others could be overcome, the air-ship should certainly be the more effective military weapon, since it affords a steady platform for observation and gun-fire, and it can in calm weather hover or hang in the wind above an enemy's position. Hence it should be able to drop bombs upon or otherwise annoy the holders of the position for an appreciable length of time; while the aeroplane can only do so in passing, and glides to the ground directly its motor stops working. Theoretically, also, the air-ship can lift and carry a far greater weight than any aeroplane that we have yet seen in the field.

As against these advantages are to be set certain drawbacks. The pear-shaped form into which a flexible bag filled with gas lighter than air naturally throws itself makes steering out of the question, as it offers the greatest lateral resistance to the wind, and is therefore at its mercy. Thus it was early seen that if balloons were to be dirigible, they must be pulled out horizontally instead of vertically, and must take the form of a cigar or sausage rather than that of a pear. Directly this is done, however, we find ourselves up against another difficulty. The rudder at the tail of a ship, whether in the water or in the air, can only serve to alter her course so long as she is being driven forward at a certain speed—or has, as sailors say, steerage way on her. Here half the superiority of the air-ship over the aeroplane vanishes at once.

Then comes the question of the weight the air-ship can carry. In theory, the weight a balloon can raise need only be limited by the amount of gas inflating it, but in practice this is not

so. The capacity of the envelope or gas-bag cannot be increased beyond very moderate limits laterally, or you at once lose all the advantages of the cigar shape. Hence when these limits are passed you must increase the length, but not the breadth, of your gas-bag; and thus, to take any really large quantity of gas, you

shape. Hence the gas-bag must be split up into several gas-bags, as in the Zeppelin, which contains seventeen placed end to end like a string of sausages. But a string of sausages would not remain rigid against the lateral pressure of the wind, and they must therefore be either enclosed in a rigid metal envelope, as are the Zeppelins, or attached to a longitudinal girder, as with the Gross and other semi-rigid air-ships. But either envelope or girder adds largely to the weight to be raised, and the car suspended from the balloon must be of fairly solid materials to hold the crew of nine or ten persons, the engines and machinery required to drive such an unwieldy mass against a wind of any force, the necessary oil for anything like a long flight, and the guns and ammunition if the vessel is to be armed with artillery. If we put the lifting power of the seventeen gas-bags at two tons, how much would be left over for the carriage of the high explosives or the liquid fire which we are told the air-ship is to rain down upon the land?

This is of importance in view of the recent air-raid upon our East Coast. The bombs there thrown by the Germans were said to weigh 105 lb. each, and it was assumed by the Press that they were therefore too heavy to have come from anything but Zeppelins. But the big biplane used at the Hendon aerodrome, and known to its frequenters as "the Hendon bus," has made many flights with seven or even ten passengers. Given eleven stone as the average weight of the passenger, and one aeroplane could carry more than ten of such bombs as were dropped on Yarmouth. According to the *Daily Mail* of Feb. 17,

the forty aeroplanes of the Allies raiding Ostend discharged 240 bombs of 85 lb. each. As far as bomb-dropping goes, then, a fleet of aeroplanes is likely to be far more efficient than one huge air-ship, even if the peril of carrying all one's eggs in the same basket be ignored. It is significant in this connection that the only witness at the Norfolk inquest who deposed to seeing a bomb actually drop said that it came from an aeroplane.

The mechanical difficulties of turning a craft 500 feet long by 30 feet wide against a head-wind can be appreciated by anyone who has seen a long and shallow craft like a racing eight-oar attempting to do so by oar-power alone; and these are much increased when the turning power is applied not from the balloon itself, but from the car—which, to avoid the risk of fire, is suspended at some distance below it. It is this difficulty in turning that has wrecked all the Zeppelins

which have yet ventured far from their base, and it seems to follow that the monster air-ship is a bogey calculated to frighten rather than to hurt.—F. L.

**Achtung!**  
Vor dem Abwerfen  
Plombe und Plomben-  
draht vollständig ent-  
fernen.

A RELIC OF "L3": A WARNING ATTACHED TO ONE OF THE BOMBS SHOWN IN THE OTHER PHOTOGRAPH ON THIS PAGE. The notice may be translated thus: "Warning! — Before throwing, completely remove lead and lead wire."

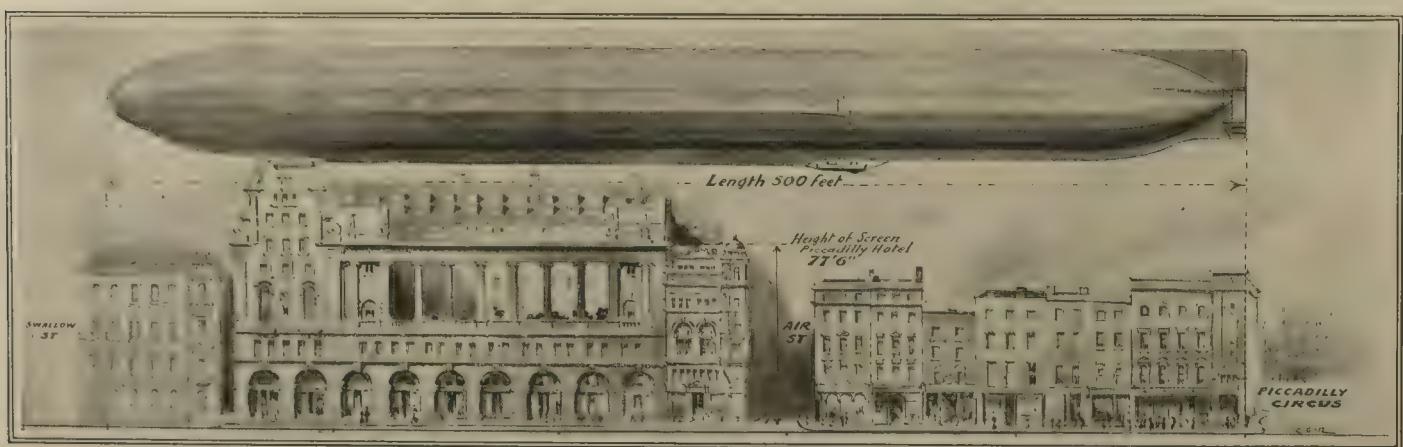
must make your balloon of excessive length in proportion to its circumference. This is the case with the latest Zeppelins, which are nearly 500 feet long



SAVED FROM THE WRECK OF "L3": ZEPPELIN BOMBS LANDED ON FANOE ISLAND.

When the "L3" was wrecked on Fanoe Island, on the Danish coast, the crew, it is said, had just time to land their bombs and ammunition before the air-ship was burnt. The bomb shown in the middle bore on its base the printed warning reproduced on this page.—[Photograph by Howard.]

over all and only 30 feet wide. But no flexible material known could withstand the upward pressure of such a mass of gas, and at the same time retain its



THE SIZE OF GERMANY'S AIR-DREADNOUGHTS: A ZEPPELIN COMPARED WITH A SECTION OF PICCADILLY.

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A STUDY IN BLACK AND WHITE.

"RED SEAL" PER DOZ. 48/-

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BUCHANAN'S SCOTCH WHISKIES ARE WELL-MATURED AND PERFECTLY BLENDED. THE VAST STOCKS HELD IN SCOTLAND ENSURE AN UNFAILING SUPPLY OF THE SAME FAULTLESS QUALITY.

## THE CAMERA AS CORRESPONDENT: WAR-NEWS BY PHOTOGRAPHY.

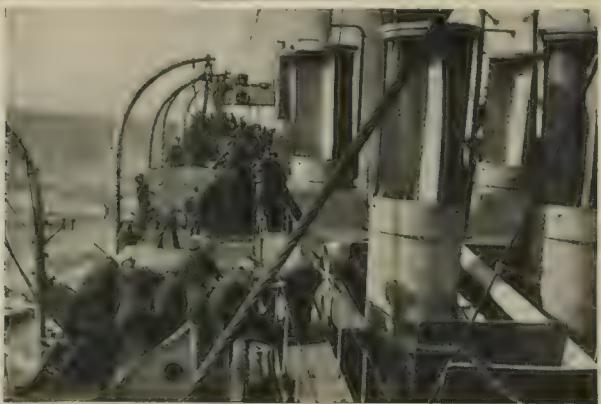
PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, C.N., NEWSPAPER ILLUSTRATIONS, AND FARRINGDON PHOTO. CO.



NOT RECEIVING THE USUAL "HONOURABLE TREATMENT" BY THE ADMIRALTY: RESCUED PRISONERS FROM THE "U8" MARCHED THROUGH DOVER.



PROBABLY "GUILTY OF SINKING UNARMED MERCHANTMEN": A REMARKABLE PHOTOGRAPH OF THE "U8" AT THE TIME OF HER CAPTURE.



WITH CANVAS VENTILATORS INSTEAD OF METAL, TO PREVENT SPLINTERS: A BRITISH WAR-SHIP GOING INTO ACTION—WITH SPLINTER-NETTING BEING LAID.



NEAR A LEICESTERSHIRE MANSION RENOVATED FOR GERMAN PRISONERS AT A COST OF £13,000: THE ROAD LEADING TO THE LODGE GATES OF DONINGTON PARK.



A VESSEL WHICH RAMMED AND PROBABLY SANK A GERMAN SUBMARINE: THE S.S. "THORDIS" AT SALTASH AFTER THE ADMIRALTY EXAMINATION.



ALLEGED TO HAVE PLOTTED FOR FALSE PASSPORTS TO GREAT BRITAIN FOR GERMAN SPIES: CAPTAIN R. BOY-ED, GERMAN NAVAL ATTACHE AT WASHINGTON.



GUARDING GERMAN OFFICERS WHO ARE PRISONERS OF WAR AT DONINGTON HALL: A SQUAD OF BRITISH SOLDIERS INSIDE THE LODGE GATES.

The Admiralty stated on the 9th that the German Submarine "U 8," sunk off Dover at 5 p.m. on March 4, "was finally destroyed by the destroyers 'Gurkha' and 'Maori,'" while ten other destroyers took part in the hunt. Another announcement said: "The Board of Admiralty do not feel justified in extending honourable treatment to the twenty-nine officers and men rescued from Submarine 'U 8.' This vessel has been operating in the Straits of Dover and the English Channel during the last few weeks, and there is strong probability that she has been guilty of attacking and sinking unarmed merchantmen and firing torpedoes at ships carrying non-combatants, neutrals, and women."—The

S.S. "Thordis" (the Admiralty stated on the 6th) "has been examined in dry dock, and the injuries to her keel and propeller confirm the evidence of Captain Bell and the crew, that on February 28 the vessel rammed and in all probability sank a German submarine which had fired a torpedo at her."—A German naval reservist named Stegler, arrested in America, has alleged that Captain Boy-Ed, Naval Attaché at the German Embassy in Washington, asked him to go to England, under a false American name, to locate the British Fleet.—Details were given on the 8th by Mr. Tennant, regarding the £13,000 spent on Donington Hall, for the reception of German officer-prisoners.



## "RELIGION AND ART."

PROFESSOR della Seta puts his whole hand of cards on the table in "Religion and Art," by Alessandro della Seta (Fisher Unwin), a study in the evolution of sculpture, painting, and architecture. In other centuries, perhaps, he would have backed in conclusions with his life: now it is only a question of a time-sheet martyred in the cause of learning. It is impossible to imagine the Professor switched off on to any other theme, and we owe him the respect due to a specialist; but in so far as he is a specialist who, like Herbert Spencer, bombards the mysteries of humankind with all the precise artillery of learning, he is an invader whose progress will be contested all along the line. In the first place, he maintains, in regard to the origin of art, that "man would never have set himself the task of representing men because of the beauty and nobility of their form. The form of men appeared beautiful and noble because it served to clothe the gods. Man, therefore possessed art because he had religion; but he possessed a great art, such as the Greek and Christian art, because when the sense of magic was destroyed he vivified these religions by a content of myth and history." The barbarians are not altogether with the Professor; many students of the art of the cave-dwellers would contend that their drawings prove a primitive delight in art for Art's sake, in the mere recording of the shapes of the beasts they hunted and the

in the larger sense. The image of the deity, the illustration of his supreme strength and virtue, became valuable for their own sakes, or as example to the beholder. The difficulty of tracing this growth, or marking its relapse from religion back to magic, puts the Professor at a disadvantage. He must, in dutifulness to exact learning, show no hesitation in recognising the boundary lines. For ourselves, the study is full of hesitations. In dealing with early Christian art, we are given admirable passages on the spirit that threw off the decadent artistry of ancient Rome: but in the consideration of a rather later phase of Christian expression, we find the Professor too suspicious of the artist's motive. In the Byzantine church mosaics of the Dark Ages, he discovers what he calls iconolatry. The stark figures of the Almighty, surrounded by saints, carry, for him, conclusive evidence of the desire to beguile the multitude into a form of image-worship. He lays stress on the fact that the chief figure looks straight out of such compositions, whereas, in more advanced artistry, the humanistic purpose is clearly demonstrated by the fact that the personages depicted are concerned with their own business. We might remind the Professor that on the stage to-day we see in bad actors this same focussing of eyes, without any suggestion of idolatry. The book is excellently translated by Miss Marion Harrison.

The assets of the Sun Life of Canada twelve months ago were returned by that office as £11,450,776. This

## A NEW NOVEL.

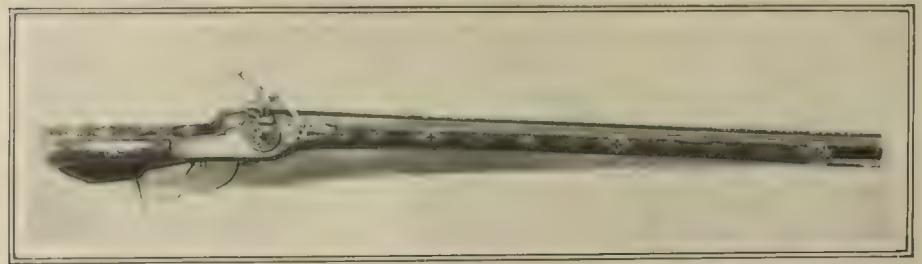
## "HIS ROYAL HAPPINESS."

IT is interesting to find Mrs. Everard Cotes in a Kuruman atmosphere, and we congratulate her on the boldness of her assault upon the British Royal Family, all of it stands for and all it is, for the purposes of fiction. In the Cockney vernacular, she has "a nerve." Once you raid the royal house for your novel, there is, of course, no reason why you should not also rope in the President of the United States and international relations between the Empire and the great Republic: this, too, Mrs. Cotes has hesitated to achieve. "His Royal Happiness" (Hodder and Stoughton) is an excellent story, of high and unimpeachable sentiment, a royal love-story as it should (but, alas! does not) happen. A King loved a princess. Good! But the princess is one of many American princesses in a land where every beautiful girl rules by the divine right of feminine supremacy, and the King is the King of England. Who would expect such a romance to have a happy ending?

We presume, of course, that there is intended to be much more in the tale than appears in the love-interest. The unity of the Anglo-Saxon races appears, and makes an impressive bow, and so nicely does Mrs. Cotes arrange the spectacle that almost we are persuaded, "these United States," are indeed Anglo-Saxon, and that man is not an incurably contentious political animal. And so, with wedding bells and the thunder of cannon, to the dazzle of a union of hearts between the English-speaking peoples, a conclusion which we hope may prove prophetic.



QUEEN ALEXANDRA'S GIFT FOR THE RED CROSS SALE: AN ANTIQUE CUP.



KING GEORGE'S GIFT FOR THE RED CROSS SALE: A SEVENTEENTH-CENTURY SPORTING RIFLE.

"Art for Charity's Sake" might be the motto of the great sale of curios and *objets d'art* to be held at Christie's on or about April 12, the proceeds of which are to be given to the Red Cross and Order of Saint John Funds for helping the wounded. The handsome silver cup given by H.M. Queen Alexandra is in the form of a lady in the costume of 1620; and the gift of H.M. the King is a wheel-lock sporting rifle, made in 1646 for the Duke of Saxeony.—[Photos, Farringdon Photo. Co.]

weapons they used. In most aspects, however, the Professor's case is clear enough. Primitive art was no more or less than magic: the deity was, time and again, fashioned into a household god of mud or wood in order that it might be within reach of daily supplication or handy, at a crisis, for special prayer or coercion. From these forms art grew, among more meditative peoples, to be religious

has proved very much under the mark. The Committee of the Insurance Department of Michigan, and officials of the Assurance Department of the State of New York, valued the assets at £1,103,440 more than the sum claimed by the Sun Life Assurance Company of Canada, whose London offices are in Norfolk Street, Strand. The progress of this Company during 1914 has been remarkable.



No. 77.—NIGHTDRESS, handmade in cambric, trimmed with fine torchon insertion and Val. lace edging, fine tucks finished with ribbon. 19/11  
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Nightdresses in Irish Linen Cambric, hand-embroidered and hand-made. From 22/- each. Ladies' Pyjamas in wool batiste to match. 14/11 each. Trouserous from 18/- each.

**When the March Winds do Blow.**

Are you making any effort to guard your skin from the effects of the keen March winds? Before you go out just apply a little

**BEETHAM'S  
La-rola**

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**PALE COMPLEXIONS**  
may be greatly improved by just a touch of "LA-ROLA Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1.

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FOR INVALIDS & THE WOUNDED

Lemco is a valuable aid to those who are struggling against suffering and weakness. It is better than beef-tea, and has important features which render it peculiarly indispensable to an enfeebled system.

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A teaspoonful of Lemco in a glass of hot milk creates a most nourishing and easily digested diet. Lemco is excellent, too, for the preparation of meat-jellies and other sick-room dainties.

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Pure rich milk and whole wheat—the complete vital elements of the perfect food—are presented by the "Allenburys" DIET in the most easily digested form.

The "Allenburys" DIET is palatable and acceptable to all. It is taken with relish by the Invalid, the Aged, the Dyspeptic, and those with Weakened Digestion, restoring bodily vigour and giving tone to the system.

The "Allenburys" DIET, as distinct from the "Allenburys" Foods for Infants, is intended chiefly for adults. In addition to its great value in the Sickroom, in Convalescence, and for the Aged, where it is the essential nourishment, it is largely employed as a light food for general use. Made in a minute—add boiling water only.

Large Sample sent for 3d. stamps to cover postage. In tins at 1/6 and 3/- of Chemists.

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DAINTY TEA FROCK in rich, heavy Crêpe de Chine Brocade, with dainty Old World Fichu of fine Paris lace and full silk swathe. In a variety of fashionable colourings.

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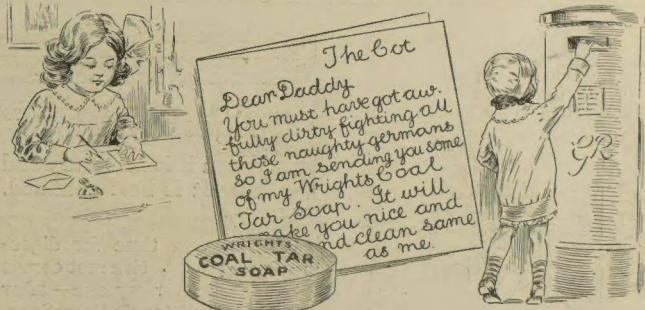
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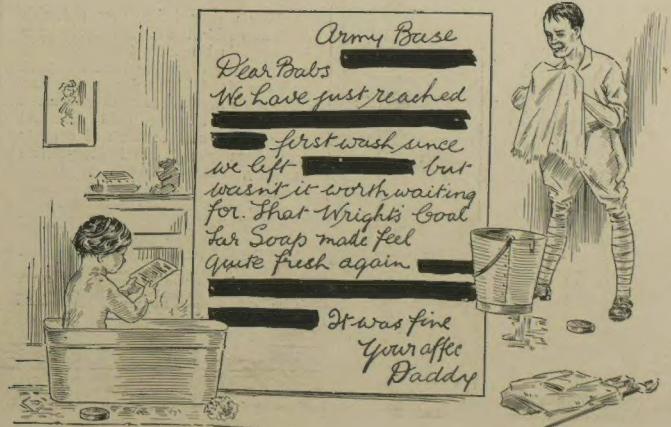
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## WRIGHT'S COAL TAR SOAP



Army Base  
Dear Babs [redacted]  
We have just reached [redacted]  
[redacted] first wash since we left [redacted] but  
wasn't it worth waiting for. That Wright's Coal  
Tar Soap made feel quite fresh again.

It was fine  
Your affec  
Daddy



## THE CHRONICLE OF THE CAR.

## Petrol Distribution.

Fortune has been kind to me on various occasions, especially at the numerous hospitable functions which befall the average journalist to attend, in placing me at the table as neighbour to someone who could supply me with information interesting to the motor world. Several times my good luck has brought me in such manner in contact with Professor Vivian Lewis, so that I garnered much interesting information on the subject of petrol and fuel supplies generally. Therefore, when he delivered his Fothergill Lectures on Motor Fuels before the Society of Arts recently, I was sure it would add another chapter to the chronicle of the car. The facts produced in these three lectures were overwhelming, and space alone precludes giving a verbatim report of the proceedings. In 1912 the total world's product of crude oil was 51,000,000 tons, in 1913 it was 54,000,000 tons, and in 1914 it was 57,000,000 tons. The amount of petrol to be obtained from this crude oil was 10 per cent. on a liberal estimate, so this gave 5,700 million tons of petrol for 1914, equalling 1,700,000,000 gallons. This represented the world's supply for last year. The United States of America used 1,200,000,000 gallons, England used 120,000,000 gallons (just 10 per cent. of the former), which left 300,000,000 gallons for the remainder of the world.

## No Sudden Demand.

Great Britain's 120,000,000 gallons was no sudden demand due to the war, as up to the middle of August the imports were 83,000,000 gallons. Thanks to our Fleet, all the French ports have been open to the importation of petrol, and it is known that in October last France imported 2,250,000 gallons of this fuel from America as against 800,000 gallons in October 1913, so that probably most, if not all, of the petrol used at the front went direct into France, and would leave the bulk of the 120,000,000 gallons imported into England untouched for military purposes. This statement should put to

bed any idea of shortage of petrol in this country, so with the advent of spring motorists need have no fears of using their cars.

## Alcohol for Germany.

Matters, however, were very different for our enemy, Germany. That country was dependent upon the same sources of supply as the Allies, but, beyond Roumania, the oil-fields of the world were closed to them. The consequences were that Government prohibited the use of

each gallon of which is added 200 grains of naphthalene, further to enrich the mixture. The naphthalene is first dissolved in the benzol, which is then added to the alcohol. This has given a motor fuel equal to five-sixths of the power of petrol, while the carburetters have been exhaust-heated to enable them to use this mixture.

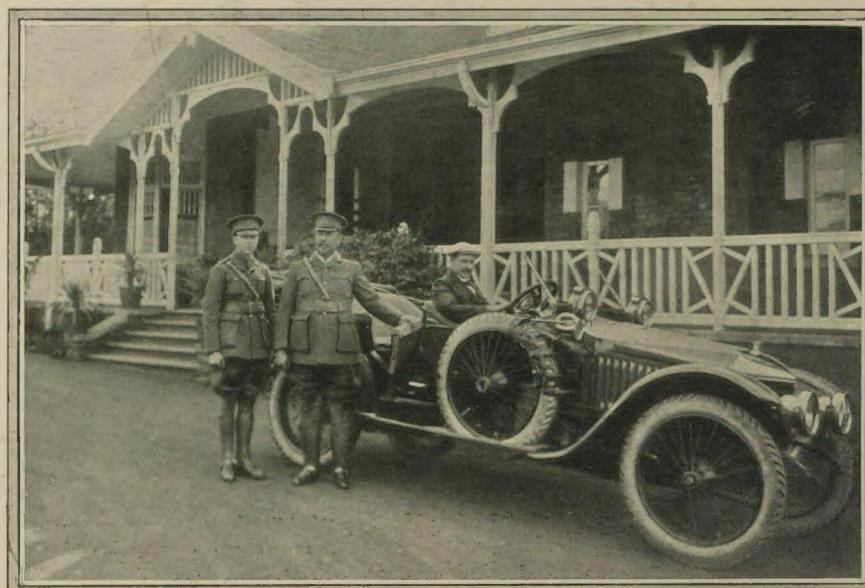
## Benzol Fallacy.

In this country a few enthusiasts imagined that benzol was to be the fuel of the future. They had had a rude awakening to the

true facts on account of the small supplies available. The yield of benzol in England amounts only to an average of 1.8 gallons per ton of coal carbonised when purified sufficiently for use. If the whole of the coal carbonised in this country had the benzol collected it would amount only to less than one-third of the quantity of petrol needed, and the total amount of benzol used in 1914 as motor-spirit was only 9,000,000 gallons. At present the supply and demand of petrol was practically balanced, due to the new processes largely used in America, which enabled a larger yield of petrol to be obtained from the crude oil. But a time would arise when the quantity would become smaller and smaller. Hence the necessity for pressing forward our knowledge of substitutes. The whole energy of the world comes from the sun via vegetation, which is the great secondary battery which fixes that energy. In order to get its value we can only do it by fermentation of this vegetation into alcohol. It was the only process available, but, unfortunately, legislative restrictions prevented its manufacture on a scale sufficiently large at the present moment. As

of them was one containing 40 per cent. of petrol, 50 per cent. of paraffin, 10 per cent. of benzine; but, with the present high price of paraffin, there was not the economy to the user to tempt him from his accustomed petrol spirit. Perhaps the formula may be useful should occasion need, as it requires little, if any, adjustment of the carburetter.

W. W.



BESIDE HIS VAUXHALL CAR, WHICH IS FITTED WITH COLUMB TYRES: GENERAL BOTHA, WITH HIS SOLDIER SON.

General Botha, who took personal command of a Northern Union force against German South-West Africa, in reviewing troops recently at Lüderitz Bay, said: "We in South Africa have undertaken this task, and we are going to carry it through with all possible determination."

petrol by private individuals, and though they had stored a considerable supply, the extravagant manner in which it was used (like everything else) at the beginning of the war had now produced a shortage which was being felt there at present. Still, they probably had enough for military and aviation purposes. The private-car-owners and motor-vehicle users are now using a mixture containing 80 per cent. of alcohol and 20 per cent. of benzol, to

for mixtures, the best 40 per cent. of petrol, 50 per cent. of paraffin, 10 per cent. of benzine; but, with the present high price of paraffin, there was not the economy to the user to tempt him from his accustomed petrol spirit. Perhaps the formula may be useful should occasion need, as it requires little, if any, adjustment of the carburetter.

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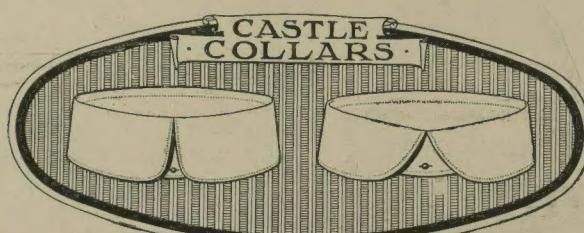
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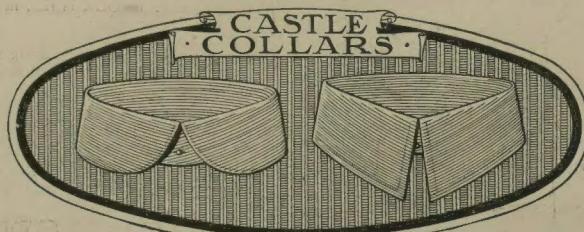


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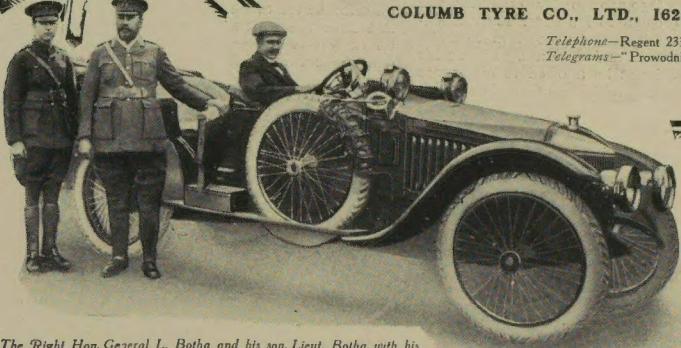
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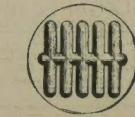
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